

Furious Soviet Reaction to Massacre May Reflect Its Impotence in Middle East

By Serge Schmemmann
New York Times Service

MOSCOW — In the hue and cry over the massacre in Beirut's Palestinian camps, few voices have sounded as shrill and furious as Moscow's.

In statements by Soviet leaders and in the press, the killings have been likened to the Holocaust, unborn generations of Israelis have been damned to suffer the scars of the heinous crime and Washington has been held to account as an accomplice.

To Western diplomats, however, the polemics have been underscored by Moscow's apparent helplessness during the rout of its Arab clients, in the diplomatic aftermath even against the impudent Israeli side trip through the Soviet Embassy compound in West Beirut.

President Leonid I. Brezhnev seemed capable of little more than reminders to Arab leaders of past Soviet support and of telegrams to the Palestine Liberation Organization chairman, Yasser Arafat, cautioning against U.S. moves.

To some Western diplomats, the sight of Russians sided in the Middle East conjured up images of an aged adversary, incapacitated by a stagnant economy at home and locked into bankrupt policies and extravagantly expensive ventures abroad, relegated to venting impotent

rage and poking through the rubble of Beirut for political advantage.

To scan the world from the vantage of the Kremlin battlements may seem unsettling. To the east, Japan continues to demand the return of the Kuril Islands and China pursues its opening to the West. Vietnam is costing millions to sustain and Cambodia remains unoccupied. In Afghanistan, 100,000 Soviet troops seem checked by

NEWS ANALYSIS

hands of mountain men. Moscow's former allies in Iraq are feuding with potential allies in Iran, and in the Middle East even the Syrians seem to put more stock in Washington's leverage than in their sworn Soviet friends.

The African allies gained through the 1970s — Ethiopia, Mozambique, Angola — seem to have evolved into unproductive drains on Soviet resources. And in the United States, a conservative administration has seemingly failed to follow the course toward accommodation with Moscow.

Perhaps the brightest spot on the Soviet horizon is Western Europe and its struggles with Washington. But the view is somewhat marred by the economic chaos and continuing resistance in Poland, by the nagging inde-

pendence of the European communists and by the apparent awareness that in the end the Western alliance will probably survive internal arguments.

Western analysts who offer this bleak view of the Soviet position trace its development from the 1970s, when Russia pushed to military parity with the West, the economy grew at a steady rate of 4 percent, the United States seemed shackled by the upheavals of Vietnam and Watergate, détente carried the promise of Western technology and respect, and Marxist ideology appeared to hold an irresistible allure for developing nations.

But an alarmed West began its own nuclear modernization programs in the late 1970s, the Soviet economy slowed by half, Western sanctions and the lessons of a bankrupt Poland dimmed the allure of détente, and the attractions of Soviet-style communism waned as a model of development among Third World nations.

The military intervention in Afghanistan in the last days of the 1970s seemed an appropriate conclusion to the decade, pointing to the need for force to prop up a Marxist regime and touching off an unusual outcry against the Soviet Union among what it had called its "natural allies in the Third World."

Western analysts who see a Soviet foreign policy in retreat usually cite the added problems of an incipient

power struggle in the Kremlin, a process presumed to hinder development of new policies or the jettisoning of discredited presumptions.

But the Kremlin has a way of confounding Western analysts, and there is a parallel school of thought in Moscow not yet prepared to accept as fact the erosion of Soviet foreign policy.

Soviet impotence in the Middle East, people of this school contend, can also be viewed as calculated restraint based on recognition of the dangers of plunging into a losing fray and as a demonstration of the continued belief, which is shared by some Western diplomats here as well, that a solution to the Arab-Israeli feud must eventually include Moscow.

Reports that the Soviet Union has begun to replace arms lost by Syria suggest expectations of a continued influence, and the Arab call for United Nations Security Council guarantees for any future peace may be encouraging for the Russians.

Elsewhere, the Soviet view likewise may be less bleak than commonly presumed. The tentative exchanges of overtures with Beijing mark an advance over past tensions, and Moscow's grip on Indochina, while costly and incomplete, does not seem seriously challenged.

Trade with India is flourishing, and even in Afghanistan there is no hard evidence that the Russians are balk-

ing at the diplomatic or military cost of a long campaign. There is every sign that the Russians were greatly relieved at being spared the need to intervene in Poland force, and press commentaries have noted with satisfaction the limited popular response to Solidarity's calls for demonstrations last month.

In Europe, Soviet propagandists are vigorously pursuing their campaign to mobilize public opinion against deployment of new U.S. medium-range nuclear missiles and the Siberia-to-Europe natural gas pipeline is viewed as something of a triumph for the Russians.

On the home front, analysts in Moscow share Washington's view of a nation exhausted by shortages and repression or paralyzed by a power struggle, but diplomats generally agree that Russians seem to have an uncanny capacity to tighten their belts over further, and dissatisfied with shortages of consumer goods or food have been known to extend much beyond localized grumblings.

The Kremlin's perception of its standing in the world is difficult to glean because of the secrecy surrounding Soviet leaders and because of propaganda. The one front on which most analysts are confident the Russians are all talk of shifting to a "Eurocentric" policy, the Soviet leaders seem constant in their assessment of Washington as the key to any real changes in the balance of power.

Sharon Links Killing of Gemayel To Syrians and Some Phalangists

By David K. Shipler
New York Times Service

TEL AVIV — Defense Minister Ariel Sharon said Wednesday that information obtained by Israel indicated Syrian involvement in the assassination of Bashir Gemayel on Sept. 14, nine days before he was to be inaugurated as Lebanon's president.

On a French radio interview program recorded here, Mr. Sharon also said that local Lebanese apparently had a hand in the plot against the Phalangist Party leader in Beirut that killed Mr. Gemayel and a score of other Phalangists.

Another Israeli source with connections in the military said the Lebanese were believed to have been Phalangists who knew the route of the building and had intimate details of Mr. Gemayel's schedule of meetings.

The huge explosive charge, apparently detonated by remote control, seemed to indicate that highly trained professionals were responsible, the Israeli said.

The assassination of Mr. Gemayel led to the entry of Israeli troops into West Beirut and then the massacre by Phalangist militiamen of hundreds of Palestinian men, women and children in two refugee camps.

"We do not know who killed Mr. Gemayel," Mr. Sharon said, "but as far as we know by now, it could be in a way connected with Syrians and some local Lebanese, but connected with the Syrians."

That's what we know by now, Mr. Sharon found himself on the defensive about the massacre throughout much of the questioning, which was conducted by a panel of journalists. The program was scheduled for broadcast on the Europe One station Wednesday night.

The defense minister's appearance on the program caused considerable controversy in France, where Israel has been excoriated for its role in Lebanon. Some of the interviewers, mostly French editors and commentators, said they had been called by friends who asked how they could agree to see

Mr. Sharon. "Would you see Eichmann or Hitler?" some were said to have asked.

Rene Audureau, editor of the Communist paper, L'Humanité, published a statement calling it indecent to speak with Mr. Sharon and refusing an invitation to participate.

Mr. Sharon accused French news organizations of being one-sided in their reporting on Israel and accused France and the rest of the world of indifference toward the Lebanese Christians in years of massacres and persecutions.

"More than 100,000 people were killed, mostly Christians," he said, "and more than 300,000 people were wounded, again most of them Christians. And no one, no one in the world, no one — not France, not Italy, not the pope, not the Americans — no one came to their rescue, no one."

"I see now French helicopters in Beirut," Mr. Sharon continued. "We are glad that they help and support. I did not see French helicopters in those dark days of the massacres against the Christians in Lebanon, coming to evacuate the wounded. I never saw them there. But our pilots, our boys came. We did, we helped."

"And if the Christians in Lebanon exist," he said, "it's only due to one factor: It is the fact that Israel, being also a small nation, is very sensitive to the fate of minorities, came to their rescue. No one in the world, not only did not help them, not only did not send weapons to them, nobody in the world said a word about that since 1975 until 1982."

Mr. Sharon also said that he welcomed the investigation decided upon Tuesday by the cabinet, and at one point he seemed to hint that if the judicial commission of inquiry found him culpable he might resign.

"I hope that no one will be found guilty," he said, "but if anyone is found guilty, I will take upon myself the responsibility."

Prime Minister Menachem Begin was reported by Army Radio to have said that as prime minister he would shoulder whatever responsibility Israel should bear.



A Lebanese boy tried on a U.S. Marine helmet Wednesday as he greeted a member of the newly arrived peacekeeping force.

U.S. May Leave Agency Over Barring of Israel

The Associated Press

WASHINGTON — The State Department is going to consider withdrawing from the International Atomic Energy Agency because of the agency's suspension of Israel's credentials for this year's meeting, an official said Wednesday.

"We will study the entire range of options, not excluding withdrawal," James P. Devine, deputy assistant secretary of state for nuclear energy and energy technology, told the Senate Foreign Relations Committee.

But the president of the American Nuclear Society recommended caution in reacting to the slap at Israel, which prompted a U.S. walkout from the international meeting in Vienna on Friday.

"I hope we do not overreact," L. Manning Munzing told the committee. "Any action we take that makes more difficult the future work of the agency will, in my considered opinion, be at variance with our own interests."

Mr. Devine and Mr. Munzing testified at a hearing on steps to stem the spread of nuclear weapons.

Allegation of Genocide

The 110-member agency voted 41-39 on Friday to bar Israel from the remainder of its meetings for "genocide perpetrated against the Palestinian people."

The U.S. delegation then walked out and announced that it would "reassess its policy regarding American participation in the IAEA and its activities" because the organization had become political.

Mr. Devine said the reassessment has begun. In addition to considering withdrawal, he said, the department would study other actions, including reducing its financial support.

Mr. Munzing said a shutoff of U.S. funds in 1983 "would cripple IAEA in its work as the official monitor of the nuclear nonproliferation treaty."

"The chances of developing any alternate for that role are now nil," Mr. Munzing said.

No Alternative Seen

In questioning by committee members, Mr. Devine agreed that the agency's safeguards were "absolutely critical," that it would be a "total disaster" for our nonproliferation policy "if they were dismantled and that we saw no realistic alternative to them."

But, he said, "We hope that the actions that we took and will be taking in the days and weeks ahead will send a signal to those who wish to politicize the agency."

Mr. Devine said the United States would consider reducing its participation in meetings sponsored by the agency and "what actions might be taken against those specific members responsible for what happened last week."

Church Meeting Canceled

The Associated Press

TOKYO — A convention of the Japanese branch of the Unification Church of Rev. Sun Myung Moon of South Korea has been canceled after the group received several bomb threats, an official

States would consider reducing its participation in meetings sponsored by the agency and "what actions might be taken against those specific members responsible for what happened last week."

The resolution expelling Israel was introduced by 12 Arab and African countries and was opposed by France, West Germany, Britain, Sweden and other industrialized Western nations.

Mr. Devine said the United States would scale down its participation in agency activities while the reassessment was under way.

Reagan Blames Democrats For Climbing Jobless Rate

(Continued from Page 1)

would not veto so many jobs bills.

With jobs the overriding issue in this fall's campaigns, Mr. Reagan acknowledged that when unemployment figures for September are published Oct. 8, "it is possible that we might touch 10 percent."

Mr. Reagan sought to blunt the impact of what would be the highest level of national unemployment since the Depression with an assertion that "there is a higher percentage of people employed today than has been true even in the past in times of full employment." He noted that even though 10.8 million people are out of work, 99 million are working.

"What has happened is, a greater percentage of adult Americans have entered the work force, are in the work force, than ever before," Mr. Reagan said.

The president, attempting to lay the groundwork for what may be more bad economic news in the weeks ahead, suggested that one bad month would not stand in the way of a recovery. "You've got to remember these figures are a little volatile," he said, "looking at what is a chart line and there are dips in it... and it may show a dip, but that will be a glitch."

Mr. Reagan expressed confidence that the economy was "going around the corner or the curve" toward recovery. Asked if he would reconsider his economic strategy if unemployment continued to rise, the president responded with a firm rejection of the "artificial programs that make for dead-end and temporary jobs as we've had in the past."

"They don't last, they aren't permanent, and they also just delay the coming back of the solid base to the economy," he said in rejecting a Democratic proposal to create 200,000 public-works jobs.

Making a plea instead for the job-training bill awaiting final congressional approval, Mr. Reagan said the legislation would provide 70 cents of each dollar spent for job training, compared with 20 cents in previous such programs. And he emphasized his belief that jobs are plentiful for those who

Egyptian, at UN, Urges the U.S. To Press Israel to Leave Lebanon

By Bernard D. Nossiter
New York Times Service

UNITED NATIONS, New York — Egypt, the one Arab nation formally at peace with Israel, has urged the United States to press Israel to withdraw from Lebanon.

Butros B. Ghali, Egypt's minister of state for foreign affairs, said Tuesday in a speech to the UN General Assembly that Israel's continued presence was an illustration of the "arrogance of power" and would "intensify the waste and destruction" in Lebanon.

"We urge the U.S., the superpower which is providing Israel with the wherewithal of power and the means of life, to promptly restrain Israel as President Eisenhower did in 1957," the Egyptian official said.

He was alluding to a time when Dwight D. Eisenhower persuaded Israel to abandon the Egyptian territory it had seized after its 1956 assault with France and Britain on the Suez Canal.

Mr. Ghali's message, noteworthy chiefly because it was delivered publicly, echoed pleas that Cairo has addressed in private to Washington.

While all foreign forces should leave Lebanon, Mr. Ghali said, Israel must go unconditionally. Israel has insisted that it will pull out its troops only when the Syrian and Palestine Liberation Organization forces withdraw.

Mr. Ghali repeatedly stressed the importance of the U.S. role. He described President Ronald Reagan's Middle East proposal as the "foremost positive development" in the area, saying it contained "many positive elements."

The Egyptian official said this was one major reason why "the U.S. is urged to take a firmer stand."

But Mr. Ghali made clear there was a significant difference between the Egyptian and U.S. positions. Mr. Reagan said that he could not support an independent Palestinian state, while Mr. Ghali said that "ultimately it is inevitable" that the Palestinians should have the right to create their own state.

Israel has turned down the president's plan, and Mr. Ghali urged it to drop its "rejectionist attitude." There was a touch of irony in this phrase. Countries like Algeria,

Iraq, Libya, South Yemen and Syria are termed "rejectionist" because they have said they will never recognize Israel.

The Egyptian aide urged the PLO to consider a proposal by France and Egypt calling for mutual and simultaneous recognition of Israel and the Palestinian group. This, he said, could open the way for Washington to negotiate with the PLO.

The PLO's growing diplomatic stature was indicated by the foreign minister of Denmark, Uffe Ellemann-Jensen. He said he had

been instructed by the 10 member of the European Community to meet on Friday with Farouk K. Doumi, the foreign affairs director of the PLO.

Like other Arab speakers, Mr. Ghali criticized Israel for the "arrogance of power" and for the "arrogance of power" which had led to the "arrogance of power" in West Beirut camps. "Israel did not honor its pledges," he said, "unleashing its henchmen, murderers and assassins to butcher children, babies, women and elderly men under the protection of an occupation army."

WORLD BRIEFS

Pym Seeks Full Truce on Falklands

UNITED NATIONS, New York — Foreign Secretary Francis Pym, Britain, in an address Wednesday to the General Assembly, called Argentina to prove it had renounced the use of force over the Falkland Islands and to demonstrate respect for the inhabitants' right of self-determination.

Referring to Argentina's seizure of the islands from Britain last spring, he declared: "Why, even now, has Argentina not accepted the definitive cessation of the hostilities which she so mistakenly initiated? Is it not Argentina to prove that she has renounced any thought of using force? It is not for Argentina to demonstrate respect for the right to self-determination, including the right of the Falklanders?"

He said that throughout the campaign to retake the Falklands, Britain took great care to act within the UN Charter. He added, "By liberating the people of the Falkland Islands from alien domination, we were also standing up for the right of a small but authentic people to determine how they should be governed and how they should live."

Argentine Army Retires 9 Generals

BUENOS AIRES — The army changed its top command Wednesday sending nine brigadier generals into retirement after an investigation into the service's performance in the Falkland Islands war.

Those retired included Alfredo Saint Jean, who was interior minister during the conflict with Britain. The army announcement did not mention four generals who commanded Argentina's troops on the islands, which Argentina claims and calls the Malvinas. The generals are Mario Benjamin Mendez, who was military governor during the 74-day occupation, Omar Parada, Oscar Jofre and Americo Dabier.

All four last week asked for retirement to protest their exclusion from a commission studying the army's performance in the war, which began April 2, Britain regained control of the islands on June 14.

Thatcher and Gandhi Discuss Trade

NEW DELHI — Prime Ministers Margaret Thatcher of Britain and Indira Gandhi of India discussed the world situation and trade in a meeting Wednesday.

Mrs. Thatcher described her overnight pause in India on her way back to London from an Asian trip as a "very brief but very worthwhile," adding, "it is always worthwhile to talk to Mrs. Gandhi." The two leaders met for a "working breakfast" and Mrs. Gandhi accompanied Mrs. Thatcher on the short drive to the airport.

"We had a lot of news to exchange," Mrs. Thatcher said. "As you know, I have been on a tour of Japan and China and Hong Kong, and I wanted to hear from Mrs. Gandhi about her experiences in the United States and the Soviet Union."

Battle Seen Looming in Mozambique

JOHANNESBURG — Mozambique's army is preparing for a "crucial" battle with South African-backed guerrillas of the Mozambique Resistance Movement in the Limpopo Valley about 125 miles (200 kilometers) north of Maputo, the Star newspaper said Wednesday.

The densely populated valley has been an obstacle for the guerrillas or their southward advance, the Star said, quoting Mozambique sources. "To restart the advance," the sources said, South Africa is sending "hundreds of guerrillas from training camps in Transvaal to reinforce the movement."

To combat the planned offensive, the dispatch said, Mozambique has "selected more than 1,000 men and women from the Chibuto district for military training." They will be armed with rifles and sent back to defend their villages, the report said.

Vietnamese Accused of Gas Attack

UNITED NATIONS, New York — Vietnamese troops used poison gas and other chemical weapons in a large-scale assault on Cambodian positions in March, a Cambodian rebel leader said Wednesday.

Son Sann, prime minister under Norodom Sihanouk in the Peking-supported opposition coalition, said about 1,600 Vietnamese took part in the attack, which he said took place at Son Sann near the border with Thailand. He said the Vietnamese attacked in waves for seven days.

"They shelled all the time, big shells with toxic gas," he told reporters. "There was a heavy rain of yellow gas. We found a white powder in other shells." He said the Red Cross was given samples of the powder for investigation. Some of those in the area collapsed from nausea, but there were no deaths, he said.

Solidarity Backing Cited in Poland

WARSAW — The government newspaper Zycie Warszawy said Wednesday that Poles were not unanimous on the issue of reviving trade unions, but the newspaper conceded that most workers were opposed to the dissolution of the suspended Solidarity union.

The youth newspaper Sztandar Mlodych, meanwhile, quoted workers as saying Solidarity had been of service to workers, although it had made mistakes. Solidarity was suspended with the imposition of martial law Dec. 13, Sztandar Mlodych reported that most workers were in favor of "unions independent from state administration."

Zycie Warszawy, in an analysis of 1,027 letters received from readers about the trade union issue, said some readers called for the union's revival to be postponed for "several years," others favored the revival of the three types of unions that existed before martial law was imposed, and others wanted suspended unions disbanded and replaced by new structures. It gave no figures.

Africa Food Output Decline Reported

ALGIERS — One-third of Africa's 490 million inhabitants suffer from hunger or malnutrition most of the time, yet the continent's food production continues to decline, Edward Saezou, director-general of the United Nations Food and Agriculture Organization, said Wednesday.

He told the organization's 12th African Regional Conference that Africa's average food output per person had dropped by 10 percent over the past 10 years. Poor use of land, by growing numbers of migrant farmers results in the loss of \$-million hectares (15 million acres) of fertile land every year, Mr. Saezou said.

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Argentine Military, Weakened, Is Now Criticized Publicly

By Jackson Diehl

Washington Post Service

BUENOS AIRES — The reopening of investigations into two alleged political assassinations has led to a public outpouring of accusations and criticism against Argentina's military forces for its violent campaign against its opponents in the 1970s.

In what appears to be the beginning of a long-delayed national debate over the military government's activities, several former public officials have spoken out on the cases of two Argentine diplomats who were abducted in separate incidents while working for the government.

Family members and human rights groups have linked military forces to both cases. The accusations and the publicity have prompted a federal judge to reopen the case of Elena Holmberg, a former official of the Argentine Embassy in Paris, whose body was found in a river near Buenos Aires in December 1978.

It has also been reported that a federal judge is reviewing the

For First Time, Many Are Speaking Out on Abductions

case of a former ambassador to Venezuela, Héctor Hidalgo Sola, who was abducted in 1977 in Buenos Aires. Mr. Sola is presumed dead, although his body has not been found.

Both cases have been investigated previously, but the new inquiries have caused widespread controversy and the first public airing in Argentina of evidence said to link the military to political assassinations and "disappearances."

Describing prisoners, newspapers have begun describing secret prisons used by the military and have named several officers said to have been involved in assassinations. Family members, politicians and journalists have also strongly renewed calls for investigations of other disappearances uncovered since the 1970s.

After three weeks of such outcries, the ruling military junta has reacted by prohibiting state-controlled television and radio stations from broadcasting

further reports of the Holmberg and Sola cases or of disappearances in general.

In a signal of the armed forces' concern over their weakened political position, the editor Friday also banned discussion of other recent allegations of government corruption and criticism of the military invasion of the Falkland Islands in April.

The outburst of discussion of the estimated 6,000 to 15,000 disappearances in Argentina since the 1976 military coup is regarded by both government and political leaders as crucial to the fate of the government and its plans to return Argentina to some form of democracy by early 1984.

While the armed forces remain politically divided, they are nearly unanimous in a determination to avoid investigations of their actions against leftist guerrillas and other activists from 1976 to 1979, according to a variety of sources. Military officials have said they are preparing an amnesty law that would

excuse "excesses," but they have declined to elaborate.

Members of the three-man junta and President Reynaldo Bignone have encouraged the new court investigations and have said all evidence of crimes should be handled by the civil courts, which in the past have failed to take action in disappearance cases.

The new furor has been encouraged by the public statements of former high military government officials. So far, the military man most threatened by the controversy is a former Navy commander-in-chief, Emilio Massera, a member of the first junta following the military takeover.

Admiral Massera and the naval security forces he managed have been linked to both the Holmberg and Sola cases by several former government officials, and human rights groups have provided the investigating courts with corroborative testimony by survivors of a clandestine prison operated during Admiral Mas-

sera's command at the Naval Mechanics School in Buenos Aires.

A former colleague of Miss Holmberg, Gregorio Dupont, testified and then publicly alleged last week that Miss Holmberg, described as fiercely loyal to the military government, knew of a meeting in Paris between Admiral Massera and the leader of Argentina's armed left-wing Peronist faction, the Montoneros.

Admiral Massera has vehemently denied the allegation.

According to the assertions made by Mr. Dupont, other former officials, family members and human rights groups, both Miss Holmberg and Mr. Sola were attempting to report such activities to other government authorities at the time of their abductions.

"Elena was a brave woman," said Eugenio Holmberg, one of Miss Holmberg's brothers, "and because it was known she had certain information and was passing information, they killed her. We think what is happening now will serve to bring the delinquents who killed her to justice."

Diplomats Hope Talks in Canada Will Help Lessen NATO Tensions

BRUSSELS — West European diplomats hope that the NATO foreign ministers, who are meeting informally in Quebec this weekend, will probe deeply into the cracks within the alliance that have been caused by differences over relations with the Soviet Union.

The diplomats said they would be very disappointed if the serious trans-Atlantic strains were not discussed more freely and effectively at the upcoming meeting at La Saguenière, near Montreal, than at last spring's summit in Bonn.

Expectations then of renewed trust and mutual understanding between Western Europe and the Reagan administration were quickly dispelled.

The present tensions, highlighted by the festering controversy over the Soviet natural gas pipeline, stem from resistance by the Europeans to what they consider American attempts to drag them into an ideological, political and economic showdown with the Soviet Union, the diplomats added.

Issue Not Discussed — Although the pipeline issue has not been discussed by NATO, the quarrel is seen by officials as affecting the credibility of the alliance, which is based on unity and cohesion.

Secretary-General Joseph Luns, who is joining the 16 ministers in the Quebec meeting, said he regretted that the two sides in the pipeline conflict did not state their positions more clearly from the beginning.

"My suggestion," Mr. Luns said last week in Oslo, "is that Americans and Europeans stop talking past one another on the narrow pipeline question and then get down to the much larger issue of how to deal with the philosophical differences which led to the problem in the first place and could, if unaddressed, provoke even worse ones in the future."

In protest of Soviet involvement in the imposition of martial law in Poland in December, the United States has banned the use of American equipment and technology by foreign companies in the pipeline project. Sanctions have been imposed against British, French and Italian companies that have shipped equipment at the orders of their own governments.

No Fixed Agenda — The Quebec meeting, which will give the U.S. secretary of state, George P. Shultz, a chance to meet some of his European colleagues for the first time, is to cover, without a fixed agenda, many facets of East-West relations.

The ministers plan to discuss prospects at the U.S.-Soviet arms control talks in Geneva, the diplomats said, although few new initiatives or developments are expected there in the next six months.

The ministers will also review prospects at the Madrid conference on European security, which is due to resume in November after a six-month recess. Trans-Atlantic differences are apparent there, too, with the United States intending to use it as a platform to denounce the Soviet Union and the Europeans seeking a more constructive approach, the diplomats said.

Western Europeans believe that détente implies a tough working relationship with Moscow to the benefit of both sides. That approach, in contrast to President Ronald Reagan's, is coupled with

increased vigilance and effort to build up defenses in spite of economic crisis, the diplomats said.

Beside causing strains with alliance, they added, these differences in perception could split leaders into renewed efforts to drive a wedge between the U.S. and its allies.

The ministers are also expected to discuss what is described by diplomats here as the great triangle of Moscow, Beijing and Warsaw; Soviet attitudes toward ghanistan; Poland; the Iran war; Lebanon; and the Middle East as a whole.

Senate Panel Backs Ex-Newsman for Ranking U.S. Post

The Associated Press

WASHINGTON — The Senate Foreign Relations Committee has approved Richard R. Burt, a former reporter for the New York Times, for a high-ranking State Department job despite a dispute over a news story he wrote in 1979.

Senator Jesse Helms, Republican of North Carolina, was the only member of the panel to vote against the recommendation that the full Senate confirm Mr. Burt as assistant secretary of state for European affairs.

Senator Helms said Mr. Burt had "engaged in a prima facie violation of the law" by using classified information in a June 29, 1979, story about plans for verification of the second strategic arms limitation treaty. That treaty, which has not been ratified, was then pending before Congress.

Other committee members said that if there was a violation of the law, it was committed by the unknown government employee who provided Mr. Burt with the information. At his confirmation hearing Sept. 15, Mr. Burt said decisions on whether to publish material that might have come from classified documents were made by Times editors in Washington and New York.

Mr. Burt was a reporter in the Washington bureau of The Times from 1977 to 1980. He has since been director of the State Department's Bureau of Politico-Military Affairs.

U.S. Conducts Nuclear Test

The Associated Press

LAS VEGAS — An underground nuclear weapons test was conducted early Wednesday at a Nevada test site, the Department of Energy announced. It was the 17th announced test at the Nevada site this year, compared with 17 for all of 1981.

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U.S. Government Facing New Crisis Over Stopgap Funds

By Helen Dewar

Washington Post Service

WASHINGTON — A stopgap funding resolution to carry the government into the new fiscal year has hit a snag in the Senate, raising doubts whether Congress can pass it in time to avoid the disruption of government activities Friday.

Although Congress still has time to finish the measure, so many amendments were pending in the Senate when it quit for the night Tuesday that the chairman of the Senate Appropriations Committee, Senator Mark O. Hatfield, Republican of Oregon, said it would be impossible to consider them all

and still meet the deadline of midnight Thursday.

That was true even though at least one provision, to strip the Federal Trade Commission of authority over doctors and other members of state-regulated professions, was laid aside in hopes of speeding passage of the spending measure.

The problem for Congress is that it has yet to pass any appropriations bills for the new fiscal year starting Friday. Spending authority for all government agencies runs out at midnight Thursday.

Congress frequently goes down to the wire on interim spending bills but muddles through in the

end, causing only minor disruptions in the government. However, last year the government was shut down for a day when Congress and President Ronald Reagan deadlocked over stopgap spending authority and the deadline was missed.

This time congressional leaders believe they can avoid a veto if a satisfactory compromise can be reached with Mr. Reagan on military spending levels. The more immediate problem is 40 proposed Senate amendments, including some so controversial that senators refused to give unanimous consent to move ahead with the bill in advance of its normal schedule.

Among them was a proposal

from Senator Jesse Helms, Republican of North Carolina, to prohibit use of compulsory union dues for political action committees, which Democrats were strongly opposing. Another would cut off funding for the Clinch River nuclear breeder reactor.

The bill can come up in routine fashion Wednesday, but Senator Hatfield said it was "not conceivable under any circumstances" that the bill could be finished by midnight Thursday unless many of the amendments were withdrawn.

Senate leaders kept up pressure Tuesday night on their colleagues to withhold amendments, but it was not clear whether they would succeed.

At one point, the Senate majority leader, Senator Howard H. Baker Jr., Republican of Tennessee, complained that, even as he took the floor to beg his colleagues to hold back on amendments, seven more amendments were added to the pile.

Staying in session Tuesday night might do more harm than good, he added, saying: "Amendments are like mushrooms. They grow after dark."

Earlier, the Senate approved a \$27.4-billion agriculture appropriations bill that restores \$2 billion in spending that Mr. Reagan wanted to cut from food stamp and other nutrition programs.

Tax Relief Backed for Urban, Rural Business Zones in U.S.

By Thomas B. Edsall

Washington Post Service

WASHINGTON — An election-minded Senate Finance Committee has endorsed a bill to provide new tax breaks for businesses in so-called urban and rural enterprise zones.

It has also approved a bill to help investors by reducing from one year to six months the holding period for capital gains.

These and other tax proposals were endorsed Tuesday night, after a morning session during which the Reagan administration said it will not discuss any major restructuring of the individual income tax for at least a year. Proposed changes include suggestions for a flat income tax rate.

It is probable that neither house of Congress will have time to act on the committee endorsements before the recess at the end of this week for the congressional elections in November. But the bills could still be considered for the lame-duck session planned from Nov. 29 to about Dec. 24.

The president proposed creation of enterprise zones earlier this year. The idea is to lure businesses to return to depressed urban areas by offering them special tax cuts.

The committee bill authorizes creation of 25 such zones in each of the next three years. But because there are eight farm state members on the committee, the legislation requires that eight of the zones each year be rural.

Inside the zones, an existing investment tax credit of 10 percent would be increased, in some cases to 20 percent. In addition, the capital gains tax on certain property sales would be dropped. Employers would also receive a 10-percent annual tax credit for wages paid to

residents and a 50-percent credit for salaries paid to disadvantaged workers.

No cost estimate was provided on the zones bill, which would take effect next year.

There was also no estimate on the cost of the capital gains proposal, under which profits from the sale of assets would qualify for capital gains rates, instead of the regular income tax, if the assets were held for only six months instead of the current full year.

In the morning session, John B. Chapeton, assistant treasury secretary for tax policy, said the administration will not initiate tax simplification proposals for at least a year. Mr. Chapeton said that replacement of the progressive income tax with a flat rate system would help those in higher brackets and hurt people in the lower and middle levels.

Treasury tables presented by Mr. Chapeton showed that certain flat rate proposals would cut taxes for those making \$200,000 a year or more by 60.5 percent while increasing taxes for the middle and lower classes from 28 to 34.2 percent.

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SEAN Acting Steadily but Quietly to Increase Military Cooperation

By Francis Daniel

Reuters

NGAPORE — The members of the Association of Southeast Asian Nations are quietly but steadily building up their military strength, but they have stopped short of formal military alliance so as to upset their communist neighbors, China and Vietnam. The five ASEAN members — Indonesia, Malaysia, the Philippines, Thailand and Singapore — have more than doubled their military spending since the communist victory in Indochina in 1975. Diplomatic sources say that the have also been working to bolster existing security arrangements with their Western allies, particularly Britain, Australia and the United States.

The five also appear to be moving toward some form of standardization of their weaponry. All their armies use M-16 rifles and all have U.S.-made F-5 fighter planes. Most use A-4 Skyhawk and Hunter attack aircraft fitted with Sidewinder missiles. At least four ASEAN navies are equipped with French-made Exocet anti-ship missiles.

for the influence of Beijing, Hanoi would have been emboldened to move against non-communist Southeast Asian neighbors after its Saigon victory in 1975.

Vietnam's armed forces, beefed up with Soviet military aid officially estimated in Singapore at around \$6 million a day, are numerically superior to those of all the non-communist Southeast Asian countries combined.

The Vietnamese forces, tested through 30 years of conflict, have more than 1 million men under arms, more than 1,500 tanks, 500 combat aircraft and an array of support units, according to the London-based International Institute of Strategic Studies.

Standardization Trend
ASEAN has a total troop strength of about 800,000. Military cooperation among the five mainly constitutes shared intelligence, efforts to standardize command systems and battle procedures, exchange of personnel and joint military exercises.

The five also appear to be moving toward some form of standardization of their weaponry. All their armies use M-16 rifles and all have U.S.-made F-5 fighter planes. Most use A-4 Skyhawk and Hunter attack aircraft fitted with Sidewinder missiles. At least four ASEAN navies are equipped with French-made Exocet anti-ship missiles.

But no government spokesmen for an ASEAN member state would acknowledge the moves toward standardization. Any suggestion that the group is moving toward a de facto military bloc also brings quick denials.

Military spending last year among the five countries totaled \$7.6 billion, a 170-percent increase from 1975.

Vietnamese Contempt
ASEAN planners say that while their countries have raised military spending, they do not want to antagonize Vietnam, which has made no secret of its contempt for ASEAN.

Foreign Minister Nguyen Co Thach of Vietnam said during a recent visit to Singapore that Hanoi would retaliate if ASEAN continued its activities against Vietnamese interests in Cambodia by supporting Cambodian resistance groups.

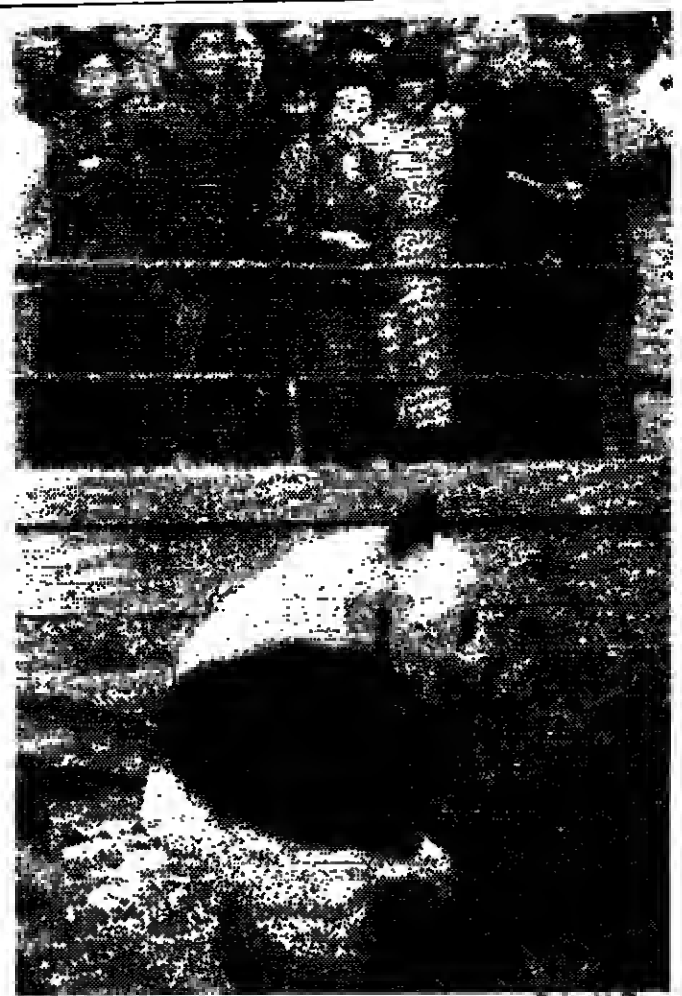
Vietnam made a brief incursion across the Cambodian border into Thailand last year and keeps many of its 180,000 troops in Cambodia near the Thai border.

This Vietnamese posture and the influence of the Soviet Union in Indochina have made it vital for ASEAN to reinforce its security ties with Western powers, the military planners say.

All the ASEAN countries except Singapore receive U.S. military aid. The United States also has military bases in the Philippines and is committed to Thailand's defense.

Malaysia and Singapore are linked with Britain, Australia and New Zealand in a military cooperation arrangement that mainly provides a regional air umbrella.

Australia maintains fighter squadrons in Malaysia and Singapore, while New Zealand has an infantry battalion in Singapore.



FURRY GIFT — Sachi Suzuki, the wife of Japan's prime minister, inspects Fei Fei, the giant panda at Beijing zoo who will soon be sent to Tokyo as a gift from China to Japan.

11 Children to Leave Vietnam for America

The Associated Press

BANGKOK — Eleven children of American-Vietnamese parentage are scheduled to leave Vietnam on Thursday for reunions with American fathers they have not seen for years, U.S. officials said Wednesday.

It will be the largest such group to leave since the end of the Vietnam War.

The children, accompanied by nine Vietnamese relatives, will fly from Ho Chi Minh City, formerly Saigon, to Bangkok for a stopover of several days before continuing to new homes in the United States.

said Donald Colin of the U.S. Embassy.

The seven girls and four boys, aged 7 to 15, are among 88 Americans in Vietnam who have been documented as U.S. citizens. The U.S. Embassy in Bangkok says it has files on 3,740 Americans who "have a burning desire to leave Vietnam now" and guesses that as many as 8,000 may want to leave. Private agencies estimate the total number of Americans in Vietnam at 25,000 to 50,000.

Mr. Colin said that one American father, Gary Tanous, of Vancouver, Washington, will fly to Ho Chi Minh City on Thursday with

Relatives' Visit to Laos Stirs Hope For News on Fate of U.S. Soldiers

By Bob Secrer

Los Angeles Times Service

BANGKOK — Anne Hart has had 10 years to steel herself to the loss of her husband, but a few days ago the shock, the grief and pain seemed to have forgotten come rushing back.

She was in a remote Laotian jungle, knee-deep in mud and sifting through bits and pieces of metal she thinks may be part of the C-130 military aircraft that crashed Dec. 21, 1972, with 16 persons aboard. One of them was her husband, Thomas T. Hart, an air force captain and the plane's navigator.

"You'd think after 10 years that things would be softened somewhat," Mrs. Hart said Monday. "But I think I felt just like I did when that young officer came to my door and told me Tommy was missing. It was all over again like it was in 1972. The tears just welled up. That surprised me."

Mrs. Hart, 38, was one of four relatives of U.S. soldiers missing in action in Indochina who returned to Bangkok this week from an unprecedented two-week tour of Laos and Vietnam, the first time the communist nations had invited such a delegation to search for news of relatives.

The group, all officials of the National League of Families of American Prisoners Missing in

Southeast Asia, did not bring back any bodies or prisoners of war. But, they said, they won pledges from Laotian officials for greater cooperation in future searches for the remains of U.S. servicemen.

Officials in Vientiane also indicated that they might allow American experts into Laos to comb the wreckage of downed U.S. aircraft, according to Ann Griffiths, the executive chairman of the group.

Mrs. Griffiths said that Colonel Khamla Keophithoune, the Laotian official in charge of matters relating to war prisoners and the missing, did not rule out the possibility that, because of communications problems in remote parts of the country, some villagers may not realize the war ended in 1975 and could still be holding American prisoners.

"Colonel Khamla did say that it was certainly possible that in remote areas there may be Americans still held that would be unknown to the central authorities in Vientiane," Mrs. Griffiths said at a press conference. "He said he intended to pass the word and try to communicate to the remote areas and let them know that the Lao government welcomes any information on Americans that could be turned over to the United States."

More than 2,500 U.S. servicemen who fought in Indochina have never been found. All but a handful of those are officially considered dead by the U.S. government, but there have been numerous unsubstantiated reports of Americans still being held in Laos and Vietnam.

The most dramatic moment of the group's mission occurred when the four, accompanied by Laotian officials and a representative of the U.S. Embassy in Vientiane, traveled by helicopter to a remote site in the southern Laotian jungle in hopes to find the wreckage of a plane that league records indicated had crashed there with Captain Hart, 32, aboard.

The group had landed in a rice paddy and jumped out of the helicopter into thick mud. A small piece of wreckage sat on the edge of the paddy, but nothing else from the plane was visible.

Suddenly, villagers shyly emerged and led the party down a well-worn path into the jungle past small pieces of metal. There were no wings, engines or other objects readily identifiable as airplane parts, Mrs. Hart said.

No Positive Identification
Eventually, she said, the group found a piece of metal they thought might have come from a propeller, as well as a steel insert to a bolt and two tiny fragments of bone. "I kept hoping that somewhere among these things I would see a serial number," she said, "something off the wing or just anything to positively identify the aircraft."

No sure identifying mark was found, but the searchers expressed confidence that a team of experts given access to the site, could turn up evidence relating to the C-130 and its crew.

Such a discovery would help remove that tiny grain of uncertainty that still haunts Mrs. Hart. "I think to myself, 'If he's dead, that's difficult to live with.' But it's not a first for anybody. The thought that he might be alive and held under God-knows-what conditions is even harder to cope with."

"I can remember him coming back from one of these survival schools he went to," she said, "and saying to me, 'God, I hope I never am a POW because I can't stand to go for three days without brushing my teeth.' Knowing the type of person he was, it would be a hell of a fate for him."

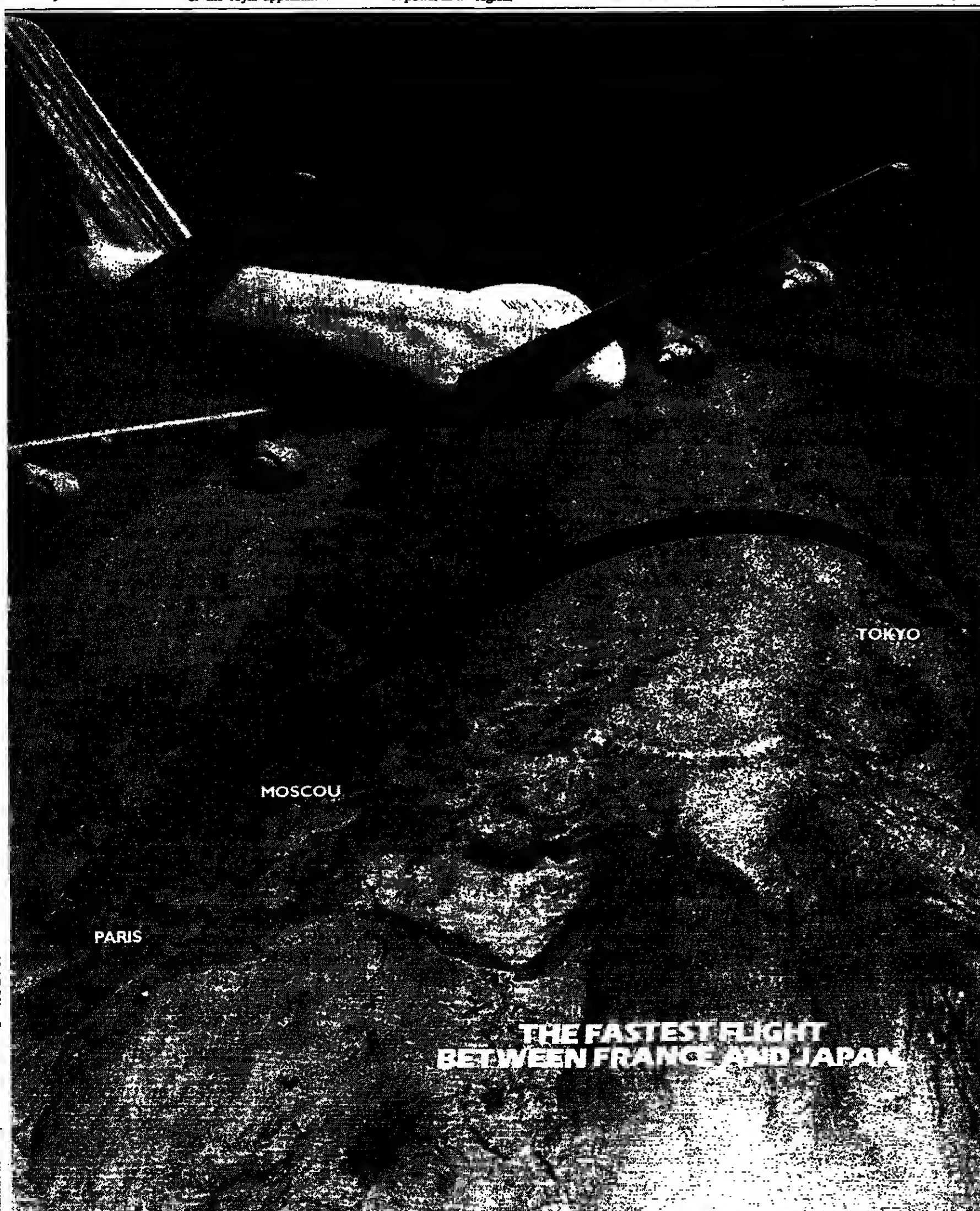
Kabul Regime Is Said to Raid Bazaar
NEW DELHI — About 200 civilians were killed or severely wounded when Afghan government helicopters attacked a crowded outdoor bazaar in a town near Kabul with bombs and rockets, Western diplomats said Wednesday.

In retaliation for the Sept. 18 attack at Paghman, nine miles (15 kilometers) north of the capital, Afghan rebels the next day attacked the Soviet Embassy in Kabul with rockets, machine-gun and small-arms fire.

The helicopter assault on the main Paghman bazaar "was much more severe than originally reported," a diplomat said.

"About 200 civilians were killed or severely injured and most of the bazaar shops were destroyed or damaged in the attack, which apparently was retaliation for the high level of resistance activity in the area," he said.

The diplomats, who asked not to be identified, said there were no casualties in the bombing of the government-run radio station. Following the attack on the Soviet Embassy, the area was immediately cordoned off.



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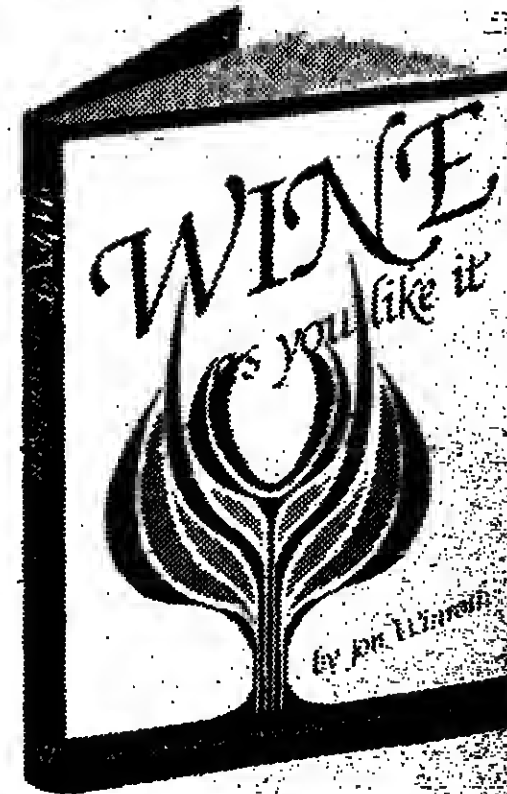
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دکتران الشیخ

Britain's Labor Party Endorses Proposal for Nuclear Disarmament

By Peter Osnos

Washington Post Service

BLACKPOOL, England — Britain's opposition Labor Party voted overwhelmingly Wednesday to endorse the country's nuclear weapons arsenal if it wins the next election and to reject the deployment of any U.S. nuclear missiles in Britain.

The decision at Labor's annual conference represents a potentially major blow to Western defenses because, unlike other Labor Party resolutions on the issue, this one obliges the party leadership to make anti-nuclear policy a feature of its campaign platform.

Announcement of a majority of more than two-thirds for the resolution was greeted with a standing ovation.

The vote, reflecting a complex system of indirect balloting to represent local party organizations and trade unions, was 4,927,000 in favor of unilateral disarmament and 1,975,000 opposed, a substantial increase over the tally for similar proposals in past years.

The party also voted decisively, as it has done before, not to withdraw from NATO.

But the anti-nuclear policy underscores the chasm that exists between the U.S. administration and the main opposition party in Britain, the only military ally of the United States with a coordinated nuclear strategy.

Differences with the United States extend across the board. Speaking Tuesday, the party's leader, Michael Foot, repeatedly linked his denunciations of Prime Minister Margaret Thatcher with an attack on the policies of President Ronald Reagan, specifically on the economy.

"Reaganism is like Thatcherism and the other way around," he said. "The combination of the two together is what threatens the world on a scale that we have not known for generations."

Through arms sales "fed by the West," he said, Britain and the United States are responsible for "some of the worst evils of the Third World."

Western Europe's other nuclear power, France, maintains a nuclear force separate from NATO. The leftist government of President François Mitterrand takes a much stiffer line than the Labor Party on the security issue posed by the Soviet Union and the need for a strong defense.

In Wednesday's disarmament debate, only one speaker, Sir John Boyd of the Electrical Workers Union, specifically mentioned the threat posed to Britain by the Soviet Union's nuclear strength and he was heckled.

Joan Lester, an outgoing mem-

ber of Labor's National Executive Committee, dismissed the Thatcher government's support for U.S. advocacy of deep cuts in both medium-range and strategic nuclear weapons.

"We are interested in a zero option whereby no nuclear bases in Europe or outside exist," she said, "a true zero option, not Reagan's one-sided cosmetic approach."

In other votes, the conference supported the Palestinian cause, was critical of Israel and elsewhere in the world, backed the Solidarity trade union movement in Poland.

Spain's Negotiations With NATO Are Slowed by Election Campaign

By Don Cook

Los Angeles Times Service

BRUSSELS — Negotiations to complete the integration of Spain into the military command structure of the North Atlantic Treaty Organization have virtually halted pending the outcome of the Spanish election.

Felipe González, whose Socialist Workers Party seems likely to win a solid plurality, if not an outright majority, in the Cortes, or parliament, has said that he intends to submit the question of Spain's membership in NATO to a national referendum. The general election will be Oct. 28.

Spain formally took its place as the 16th member of the alliance at a special June meeting of NATO heads of government in Bonn. Since then, discussions have been moving slowly on how to set up a NATO military command in Spain and make way for Spanish officers on the staff of supreme headquarters at Mons, Belgium.

Installation of a Socialist Party government in Madrid could also cause problems with the recently signed agreement between the United States and Spain on military assistance and the continued use of Spanish bases by the U.S. Air Force. That agreement is closely tied to Spain's membership in NATO.

Planning Group

For one thing, it does away with a U.S.-Spanish military planning group, whose functions would be taken over by a new NATO command in Spain once it is established.

The Socialists have said that they will want to take a new look at the agreement on bases and possibly take out the references to Spain's NATO membership.

The U.S.-Spanish agreement,

Failure of Albanian Coup Attempt Upsets Exiled King, His Wife Says

United Press International

JOHANNESBURG — The wife of the exiled king of Albania said Wednesday that he was "extremely upset" over the failure of a coup in that country over the weekend but that he had not been actively involved in it.

Queen Susan, who moved with King Leka to Johannesburg from Zimbabwe in 1980, said her husband had told her from Paris on Tuesday about the coup attempt.

Albanian security forces said they had "liquidated" an armed group of émigrés who landed on the Adriatic coast. The landing party, which was said to have carried automatic weapons and "special subversive equipment," was overcome in five hours, the Albanians said.

Asked whether King Leka had been involved in preparations for the coup bid against the regime of President Enver Hoxha, she said: "No, not actively, but he is a nationalist. He was not their leader, but as a nationalist, he was very sad that good men had been killed." King Leka, 43, has said several times in the past 10 years that he is preparing an armed coup against the Tirana regime.

Queen Susan said her husband planned to stay in Paris "for another month."

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RENAULT 9
Car of the year 1982

Herald Tribune

Published With The New York Times and The Washington Post

Israeli Democracy Wins

The people of Israel have broken the resistance of their government to force a full and investigation of its negligence, or worse, permitting the slaughter of defenseless Palestinians in West Beirut. Are there people comparable honor and courage in the world who can appreciate Israel's revolution? Will the Lebanese dare to press a parallel search for the actual killers?

It will be weeks before the Jerusalem inquiry reaches reliable conclusions. But the Israeli people, with their soldiers in the lead, have already rendered one clear judgment: affirming their humanity, they also affirm it of the Palestinians. They have risen in protest against the politics of terror that Israel itself has long had to endure. By their actions, they shame the killers of their own kind. By their revulsion, they expose the perversity of many of their critics.

Even as this inquiry was belatedly organized, Israelis raised ghostly new questions about the massacre. Some doubt that it is a spontaneous act of Phalangist revenge

for the murder of President-elect Bashir Gemayel. They think the killings were planned in cold blood, to cause the hysterical flight of Palestinians from Lebanon.

The Israelis will soon discover whether their leaders knew about any such barbarous scheme. But will President Amin Gemayel pursue the same truth? Can he restore peace in Lebanon unless he does?

To shrink in horror from the random murder of civilians is not the same as recognizing their political yearnings. Israeli policy has far to go before it truly accommodates the Palestinians' rival nationalism. But no accommodation is possible as long as terror is an accepted means of claiming turf.

Some Israelis had become hard on democracy in recent weeks. They resented having to wage war on television, before a largely hostile world. But now their democracy bids to rescue their honor and their reputation. Would that other peoples of the region could speak with equal force.

—THE NEW YORK TIMES.

A Success for Honduras

Let's hear it for Honduras, which has just staged a terrorist challenge that could have derailed the government under. A dozen gunmen seized scores of business leaders gathered at a meeting. All kinds of leftist slogans and evanescent were voiced, but what the gang wanted, it turned out, was the release of a Salvadoran guerrilla, Mr. Montenegro known as the most successful guerrilla leader in El Salvador. He had been apprehended in Honduras in August and, it is reported, deported before the raid to free him was launched. As it happened further, guerrillas got nothing for their pains: an eventual safe passage out of the country (to Cuba) and some publicity.

No prisoners were released, and none of the people said to have "disappeared" at the hands of the Honduran military was produced. U.S. Army advisers were not rewed, and Honduras did not quit the "Central American Democratic Community."

Why did the siege end as well as it did, with no national goals sacrificed and no loss of life? Two Honduran clerics and a Venezuelan diplomat skillfully drew the guerrillas to a nonstop talks for eight days. The Honduran civilian and military leaderships maintained a consensus on tactics. The public supported the authorities, to the point of stoning the place where the hostages were held so as to keep the gunmen from sleeping. Perhaps people were angry to see Hondurans doing the Salvadoran guerrillas' dirty work.

For Honduras, nonetheless, scant respite is in store. It lacks the gross feudal inequalities that fuel violence elsewhere in Central America, but it is wretchedly poor. Although it has known only isolated terrorist acts so far, the trend is scary. The Sandinistas in Nicaragua use its territory for arms transit to El Salvador, and the Salvadoran guerrillas use it for sanctuary; the Sandinistas also sponsor a certain amount of local violence. The Reagan administration, meanwhile, has used the simplistic anti-communism of the Honduran military leadership to enlist the country in its pressure campaign against Nicaragua.

Honduras, a frail society, is not built to stand the strains that convulse the region. It needs the relief that an easing of tensions among its neighbors — Guatemala, Nicaragua and El Salvador — would surely bring.

—THE WASHINGTON POST.

Other Opinion

agan 'Means to Be Boos'

he dream of America's founding fathers is a land predestined for happiness because of all those sins in which Europe had already wallowed. The fathers' dream continues to inspire much of their posterity, people who not resign themselves to seeing evil triumph so easily in the world. There are still Americans who hold that virtue makes money and money makes happiness, and that their business to prove it to the rest of the world. One of the most remarkable characteristics of American society remains basic self-confidence.

ported to the Soviet Union so that Hanoi can reduce the debt it has incurred to Moscow since the end of the Vietnam War.

—The Voice of America (Washington).

Moscow on the Massacre

Neither the Palestinians nor other peoples will ever forget or forgive what the aggressors have done. Retribution is inevitable. If Washington and Tel Aviv hope in this way to impose on the Arabs their terms for settlement, they are deluding themselves completely. The Beirut massacre will only deepen the gap that now divides the Arabs and Israel. Many generations of the Israeli people themselves will in the future have to overcome the consequences of the grave crimes committed today by their government.

—Tass (Moscow).

Embarrassing Grain Wealth

Not only Britain but almost every other significant crop-producing country in the West, including the United States, Canada, France, West Germany and Italy, has experienced a record harvest. Grain is pouring into storage at an unprecedented rate, and much of it will have to stay there until a market can be found. To many people the embarrassment caused by Western grain surpluses must seem paradoxical, even hypocritical, in the light of the acute hunger prevalent in other parts of the world. But Third World countries are constrained by their inability to pay for large-scale food imports, even at heavily subsidized prices. Relief agencies, moreover, have come to dislike free or cut-price food aid because, they say, it encourages indigenous production and encourages governments in Africa, for example, from tackling their own agricultural problems. It is a bizarre comment on the situation that a delegation from the International Wheat Council should now be in China trying to persuade the world's biggest nation to adopt the habit of eating bread. With the world market in grain so far oversupplied, the operation of the European common agricultural policy once more stands condemned.

—The Times (London).

A Princess Mourned

Princess Grace exuded more nobility than those born into it. The heartless mass mourning is the greatest tribute to the splendid woman that she was.

—The Hong Kong Standard.

The Superpowers Meet at a Diplomatic Crossroads

By Flora Lewis

PARIS — Secretary of State George Shultz began talks with his Soviet counterpart, Andrei Gromyko, in New York Tuesday. The meetings come at a crossroads, a time of tensions and choices for both countries, when small steps can fix a fateful direction.

Leonid Brezhnev, reportedly looking fit on television last weekend, is still in charge of the Soviet Union. But although he runs a superpower, he is not superhuman. His debilitating illness has already plunged his country into a muffled struggle for succession. Moscow is full of barely veiled arguments about which way to go in a period of great difficulty.

The biggest Soviet problem, as in the rest of the world but for different reasons, is the economy, and as elsewhere it colors political views. In foreign policy, the central issue is what kind of relations to expect from America on a whole range of problems starting with the prospect for arms agreements or a massive arms race.

Mr. Brezhnev's overture to China for "normalization ... on a basis of common sense, mutual respect and mutual advantage" can be read in that light. Détente, he said, "in no case must be put at the mercy of the narrow-minded, egoistic politicians in the camp of imperialism."

Although Washington sees the Russians as bloated with expansionist designs and achieve-

ments, Moscow is furious with frustration at its demonstrated impotence in the Middle East, worried about détente and whether it can count on East-West trade for development plans, uneasy but baffled with the impasse in Poland and the quagmire in Afghanistan.

Not even the most virulent propagandists crowd about Soviet "successes" these days. Nor is the West being treated to predictions of the "imminent collapse of capitalism" that used to be routine with milder recessions. Moscow is a long way from Nikita Khrushchev's claim a generation ago that "we will bury you" by 1980. The Russians have plenty of missiles, but nothing else looks rosy to them.

All this is surely in the background of the decision to ease the China front. Beyond that, there are signs of a split, without a decision yet on whether to wait out the Reagan administration in hope of restoring détente with Washington or to push harder to pry Western Europe away from the United States.

These essentially tactical arguments cover a deeper strategic quandary. Enough has seeped out to show that the Soviet regime is embarked on a curious replay of the traditional Russian dilemma. In previous centuries, it was called

the struggle between Westernizers and Slavophiles. The question was whether Russia should seek to modernize by opening more to the West and trying to absorb its techniques, or to barricade the "Russian soul" against decadent, nefarious outside influence.

It is a nationalistic question that long predates communism, itself a Western idea, and has little to do with ideology. Alexander Solzhenitsyn, for example, an incisive critic of all that is Soviet, is a Slavophile who advocates return to mystic Russian roots.

American analysts, struck by the renewed intensity of the old argument, differ on where to place what remains of primarily Marxist-motivated members of the Soviet hierarchy. A meticulous, detailed study by Philip Stewart of the University of Ohio shows them siding with the Slavophiles against accommodation with the West. Some others think that the ideological hard-liners tend to back Westernizers so as to sustain communism's global ambitions.

There are solid grounds to consider it a serious mistake for the United States to suppose that victory of the Slavophiles would mean Soviet retrenchment and reduced danger of East-West conflict. That is the view of some important

members of the Reagan administration, and it is an undercurrent of their policy moves to cut exchanges of people and goods. The Russians, turned back upon themselves, are likely to be more, not less, difficult and dangerous. Stalinism was an example.

Relentless destruction of the minuscule dissident movement after the Helsinki accords was a typical Soviet reaction to difficulty — play it tough. The more Moscow feels trapped, even by its own mistakes, the nastier it can get.

Certainly there is no reason for the United States to rescue the Kremlin, but the United States has a crucial stake in the outcome of its quandary. To have any degree of influence, America must know which way it hopes Moscow will go. That requires a medium-term as well as a long-term U.S. policy on managing relations with the Russians.

Mr. Gromyko is looking for hints from Mr. Shultz, which would be bound to be used in the Kremlin debate. Mr. Reagan's toughness has made its point. The time has come to cash in by suggesting that relations can be improved by diplomacy. The choice is not between a compliant or a hostile Kremlin. It is between an embattled, brooding superpower or one that sees benefit in compromise.

The New York Times.

The Signposts That Call for Mutual Freeze

By Hans A. Bethe and Franklin A. Long

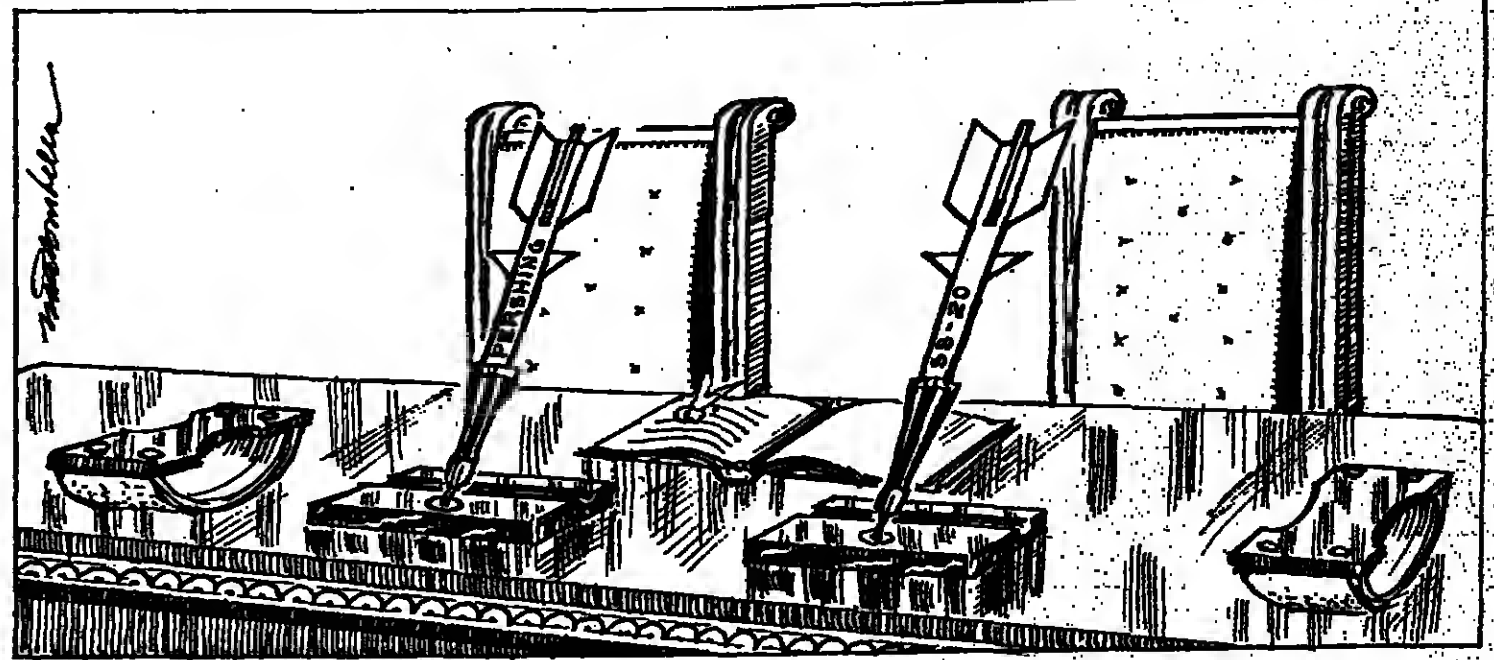
ITHACA, New York — The rapid increase in American public support for a nuclear freeze agreement — that is, a mutual freeze on the testing, production and further deployment of nuclear weapons — has been a remarkable political phenomenon. In less than a year, support has grown from a few volunteers collecting signatures on petitions to a congressional vote in which supporters of a freeze were nearly prevailed. This fall, eight states and the District of Columbia will vote in freeze referendums. Already Wisconsin voters have overwhelmingly voted yes in such a referendum.

There are many reasons for this strong support for a freeze, including fear of nuclear war, resistance to high levels of military spending and opposition to particular military policies of the Reagan administration. But for most supporters, the chief purpose of a freeze is simple: it is to help stop an immense, continuing, dangerous and incredibly costly arms race between the two superpowers.

The Reagan administration opposes a prompt freeze: its members offer a variety of arguments why a freeze is a bad idea. Most of these arguments lack validity.

One argument that spokesmen offer is that a freeze would leave no incentives for Russia to stop the arms race. But strong incentives to stop it already exist in both countries. The Soviet Union shares with America an unbalanced economy caused by immense expenditures for military systems. A freeze permitting large decreases in military spending would be of great help to the economies of both countries.

Another argument is that America would be "behind" the Soviet Union if a freeze were agreed upon. This is highly debatable. Even the more pessimistic U.S. military leaders agree



that there exists an approximate nuclear parity and a situation of strong mutual deterrence.

The Reagan administration complains that in the 1970s the Russians built up their nuclear arsenal relentlessly while America stood still. In fact, the number of warheads in the U.S. strategic forces increased from about 4,000 in 1970 to 10,000 in 1980, while the Soviet Union's increased from about 1,800 to 6,000 in 1980 and 8,000 in 1982. The Soviet buildup followed America's by about five years. The best way to stop still further buildups is a freeze followed by negotiated, substantial arms reductions.

One administration spokesman bases some of his arguments against a freeze on a proposition with which we agree — namely, that nuclear weapons "are good if they promote stability and contribute to deterrence of war, and bad if they diminish stability and weaken deterrence." But then he argues in favor of all components of the administration's nuclear arms buildup, whether they lead to stability or not.

Consider two new American delivery systems: the proposed intercontinental ballistic

missile called the MX, and the planned deployment of highly accurate cruise missiles on submarines. Both weapons, if deployed, would be seriously destabilizing. All plausible arrangements for basing the MX will leave it vulnerable to Soviet attack; moreover, the threat to Soviet ICBMs from the high accuracy of the MX is an added reason for the Russians to launch a nuclear first strike with their own ICBMs. The submarine-launched cruise missile will be destabilizing because of the serious difficulty, when seeking arms control agreements, in verifying the numbers that are deployed.

It will take statesmanship and a mutual desire for peace to negotiate a freeze. Either country can obstruct the negotiations by unrealistic conditions or by demands for excessively intrusive verification procedures. But verification need not be a severe problem, since both countries have substantial national technical means for verification. Furthermore, it is clearly easier to verify zero activity — that is, no testing, no production, no deployment of new systems — than to verify quotas or restrictions.

The larger goal for Washington and Moscow is to obtain some measure of political reconciliation, based on a mutual understanding that neither party benefits from the current costly and dangerous confrontation.

Arms control agreements will still be needed to reduce the world's arsenals of nuclear weapons. The strategic arms reduction talks (START) and the negotiations on reductions in intermediate-range nuclear forces should continue. Both sides still need other political agreements and confidence-building measures. And both powers must work to decrease greatly the threat of major war in Europe.

But for all of these aims, a mutually agreed nuclear freeze would be an important first step, a clear signal for new directions.

Hans A. Bethe, Nobel Prize winner in physics in 1967, is professor emeritus of physics at Cornell University. Franklin A. Long, professor emeritus of science and society there, was assistant director of the U.S. Arms Control and Disarmament Agency in 1962 and 1963.

Economic Realism Is Displacing Magic in American Politics

By Joseph Kraft

WASHINGTON — Economic recovery may not be visible, but economic realism is enjoying a rebirth. Except for the president, administration officials are more and more conceding that inflation cannot be licked without a cost in jobs.

The Democrats are inching away from their concept that full employment demands only good intentions. While a rational debate about taxes and spending may be too much to expect, America at least stands to escape from the search for magic cures.

The voice of realism was sounded inside the administration last week by the new chairman of the president's Council of Economic Advisers, Prof. Martin Feldstein. In his confirmation hearings he described as "decisively proven wrong" the supply-side notion that huge tax cuts would unleash enough economic activity to wipe out inflation, budget deficits and unemployment all at once.

The present high rate of unemployment (9.8 percent) was linked by Mr. Feldstein to cutting inflation to its present low rate (3.5 percent). He said that the economy "seems about to recover," but added that it would be necessary to reduce budget deficits. He expected unemployment to hang around 7 percent. As to cutting deficits, he favored reductions in social expenditures before pruning defense or raising taxes.

The new boy in town was not just popping off. Mr. Feldstein has been attending meetings of the Cabinet Committee on Economic Policy. The committee has been wrestling with the 1984 budget, which the president has to present to Congress in January.

There has taken place a distinct retreat from the optimistic figures once projected for economic growth. The 5-percent growth envisaged by the president last January is now down to about 3.5 percent. Moreover it is not just David Stockman of the Office of Management and Budget and Malcolm Baldrige, the secretary of commerce, who see slow growth ahead. The Treasury numbers, which used to be up, are down, too.

Mr. Reagan, to be sure, continues to sound as if there can be disinflation without tears. The other day he denounced as "cynical demagoguery" Democratic charges that the administration attacked inflation on the backs of the unemployed.

The president can have his way within the administration if he insists. But increasingly the word is out that Mr. Reagan follows events erratically. Those around him are more and more tempted to bend policies they do not support. One official, asked whether Mr. Reagan was not a pretty important factor in the economic policy of the administration, replied blithely, "Only if he gets mad."

On the Democratic side, the belief in throwing government programs at problems still predominates. Witness a billion-dollar jobs program that Speaker Tip O'Neill has rushed through the House. But just beneath the leadership there is a different viewpoint, which found muddy expression the week before last in a manifesto put out by a group of younger House Democrats.

The manifesto was called "Re-

building the Road to Opportunity — A Democratic Direction for the 1980s." Its chief authors were congressmen elected in the last decade from suburbs and smaller cities and known for their emphasis on technology. Some of the more prominent names are James Jones of Tulsa, Okla.; Richard Gephardt of St. Louis, Missouri; Les Aspin of Kenosha, Wisconsin; Martin Frost of Fort Worth, Texas; and Tony Coelho of Fresno, California.

Their economic program emphasized a need to compete abroad for

new markets in industries such as computers, aerospace and data management. They spoke of investment, not spending programs; they urged smaller budget deficits, limited at new taxes. They did not even mention the once sacrosanct goal of 4-percent unemployment. One said privately: "We're for the growth of national income, not its redistribution from rich to poor. If we had our way we wouldn't support the jobs bill."

If nothing else, the forces working for realism narrow the range of choice. Important groups in both parties want to hold down inflation and promote solid economic growth. They are committed to trimming deficits. But where Republican realists favor cutting social programs, the Democratic realists prefer raising new taxes and making cuts in defense.

Politics, in an election year, rules out sharp divisions and pure confrontation between the parties. But at least some limits are being set. The damper is down on the last-minute approach — search for cure by hocus-magic, voodoo and other charms. The quacks, having had their day, are now being forced out.

Los Angeles Times Syndicate.

The Reaganomics Show Never Ran

By Ed Crane

WASHINGTON — Reaganomics has not failed. Reaganomics was simply a fiction transmitted with unthinking innocence by America's media. And that's show biz.

Ronald Reagan can make otherwise intelligent people believe he is going to reduce the size of government. Americans are suckers for a good story, and very few people can spin a tale the way this former-actor-turned-president can.

This is not a frivolous point. Early in his political career Ronald Reagan discovered he had a unique talent for reaching people. He can project sincerity and integrity, which, when combined with an anti-government message, strike a remarkably responsive chord with the voters.

Reagan the politician uses ideology as a vehicle for returning to center stage. He does not — and here is where many observers go wrong — use his acting ability to advance a deeply imbued ideology.

That the myth of Ronald Reagan the ideologue persists is a tribute to his speech-making ability. He has latched on to a script that plays in Peoria. The rub is, he doesn't mean it. He is actually quite like most politicians: because it is there. When you hear him give a speech on the stump, it may be hard to believe that he isn't committed to what he is saying, but the plain truth is that he isn't.

This is not the most ideological administration in generations, as the media portray it. This is a non-ideological administration. The mass exodus of those even mildly ideological in the administration before, midterm should be evidence enough.

Mr. Reagan's record as governor of California only confirms what we see today in his presidency. His stirring campaign speeches called for reducing the burden on California's taxpayers, but were matched by eight years of the most rapid growth (in real terms) of government spending and taxes in the state's history.

It is precisely because the president is not sincerely committed to any set of political principles that his performance as president will parallel his performance as governor.

When you are a chief executive of a government and you are more interested in doing a "good" job than in defining what "the objectives of the job are," you surround yourself — as Mr. Reagan does — with "competent" and "experienced" administrative aides. In a commercial business, this makes sense. The federal government, however, is not a business.

The government is an expression of the political philosophy of the people.

And the Reagan campaign rhetoric that the people endorsed — saber rattling aside — was to reduce the size and power of government. Yet the campaign pledge to abolish the departments of education and energy turns out to be nothing more than a reshuffling and renaming exercise. A commitment to free enterprise is actually a commitment to protectionism and business subsidies. Balancing the budget is a popular idea that manifests itself as the largest deficit ever. And the greatest tax cut in American history becomes the greatest tax increase in history.

It is now 1982 and taxes are not lower. Federal spending is at an all-time high, and government continues on its middle-class way, regulating everything from natural gas to marijuana use. The irony here is that the American media have been so captivated by the form of Ronald Reagan's performance that they have overlooked its lack of substance.

Reaganomics has not been a failure. Reaganomics isn't.

The writer is president of the Cato Institute, a conservative policy think tank in Washington.

LETTER

La Différence

Regarding "Piaf — A Blind Film About a Disorderly Life" (IBT, Sept. 1): In his comments on the film "Piaf: The Early Years," in which some songs are the original Piaf recordings and some are sung by Betty Mars, Vincent Canby adds a new dimension to the expression "deaf and dumb" when he writes: "It may be some sort of comment on the Piaf voice that it's virtually impossible to tell which songs in the film are which. Piaf's personality might have been unique, but perhaps her art wasn't."

Vincent Canby's definition is.

MICHEL MARCHELLE



"It's outrageous what's going on in Lebanon!"

SEPT. 30: FROM OUR PAGES 75 AND 50 YEARS AGO

37: Comfort in Prison

US — Le Figaro, referring to articles in press describing the pleasant, well-cared-for life in the prison at Geneva of Lucien, who assassinated Empress Elisabeth of Hungary in 1898, concludes: "Verily, it is believed that would-be criminals will be intimidated, one is very much moved. This is where humanitarianism has led us in penal matters. The guillotine is pressed and a suggestion is made that it be replaced by rigorous imprisonment; then, by persistent and exaggerated anthropometry, convicts are given conditions which would make innocent people. Prisons are turned into pensioners' as with all the latest improvements."

1932: Japan and Russia

PARIS — Today's editorial reads: "The correspondence between Soviet Russia and Japan reveals that each has contrived to put the other in an embarrassing position. The Soviet Union wants Japan to sign a non-aggression pact, and no reason that Japan can give for not signing it will bear the light of too much publicity. Japan wants Russia to recognize Manchukuo, and while the Soviet Union has reasons for not doing so, they have only to be clearly defined to embarrass Russia in other quarters. There is little doubt that the Japanese military think war with the Soviet Union is inevitable and see every advantage to Japan in having it over with before the industrialization of Siberia goes any farther."

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Wallace Wins Runoff With Black Support

By Howell Raines

MONTEGOMERY, Alabama — George C. Wallace won the Democratic nomination for governor Tuesday in a close runoff that hinged on his ability to attract black voters, whom he had shunned in earlier campaigns.

With 99.3 percent of the 4,144 precincts reporting, former Governor Wallace had 505,243 votes, or 51 percent, to 486,223 votes, or 49 percent, for Lieutenant Governor George McMillan.

In the primary three weeks ago, rural blacks provided many of the votes that enabled Mr. Wallace to lead Mr. McMillan by 42 percent to 29 percent. Mr. McMillan, 38, campaigned as a "New South progressive."

Mr. Wallace, who at 63 is seeking to become the state's first four-term governor, will face Mayor Emory Folmar of Montgomery, the Republican nominee, in the Nov. 2 election.

Rural Support

The incumbent governor, Fob James, a Democrat, did not seek re-election. Despite the efforts of Governor James and prominent civil rights leaders to help Mr. McMillan, Mr. Wallace received as much as 40 percent of the black vote in some counties in the Sept. 7 primary. A strong rural-urban split was evident in the primary and in the runoff.

Mr. Wallace, who was governor

from 1963 to 1966 and from 1971 to 1979, ran well Tuesday in his traditional strongholds of white areas of rural Alabama, carrying four times as many counties as Mr. McMillan.

Moreover, Mr. Wallace held his own in the predominantly black counties of the old plantation section in central Alabama, despite the efforts of black leaders to remind minority voters of his "segregation forever" motto of two decades ago.

Mr. Wallace and Mr. McMillan closed their runoff campaigns on harsh notes that indicated the divisions their contest has created among Alabama voters.

At a rally intended to recall the populist fervor of his presidential campaigns, Mr. Wallace, joined by Tammy Wynette, the country singer, told a crowd of 2,000 people Monday night that the campaign was a battle between the little people and the wealthy.

"We are fighting Republicans, the special interests, the large newspapers," Mr. Wallace said. He warned his supporters that some Republicans would turn out for Mr. McMillan in the belief that he would be easier for Mr. Folmar, the Republican nominee, to defeat in the general election.

Where Wallace supporters once aimed such talk mainly at white wage earners, this year they asked for the support of "the average man and woman, black and white."



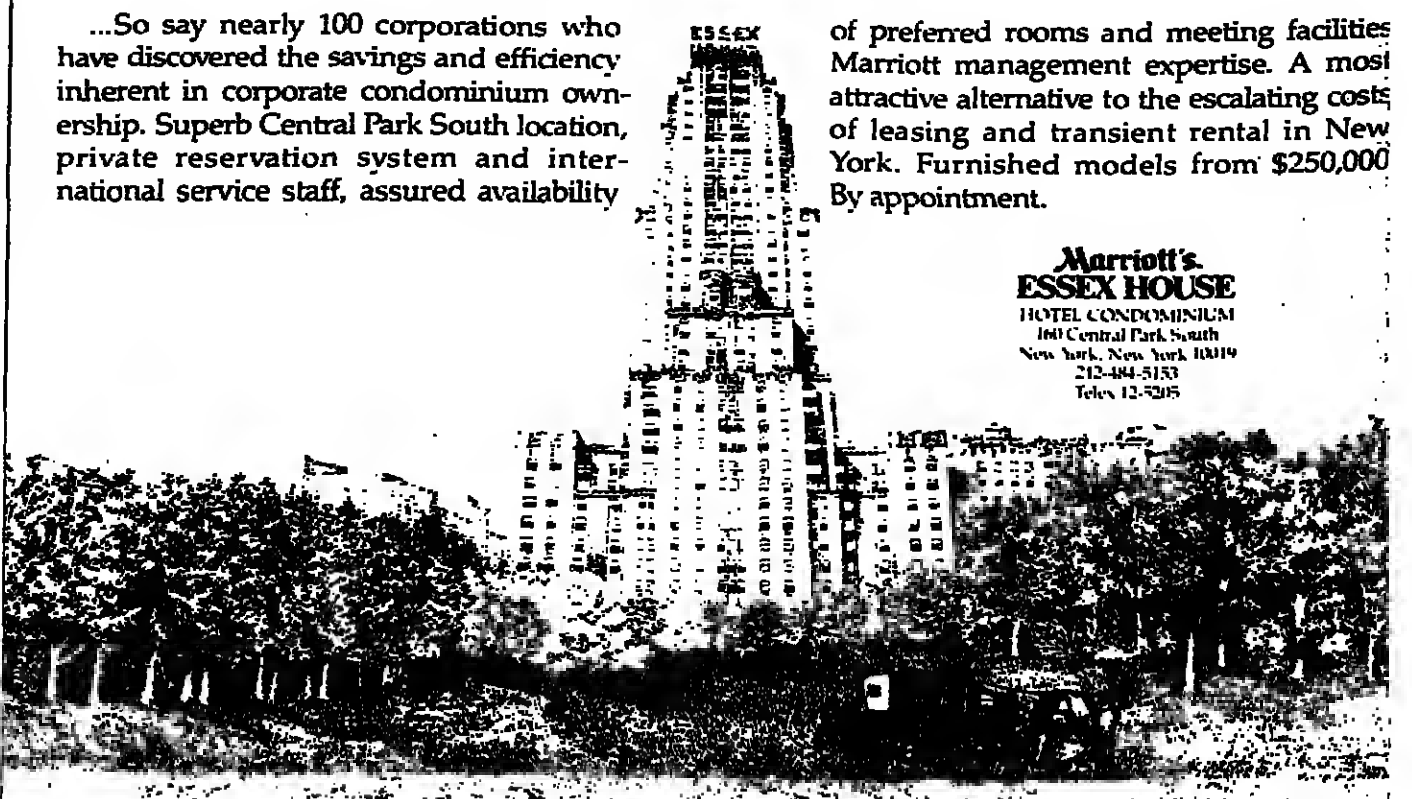
SYMBOL OF ADMIRATION — A young woman offers Pope John Paul II a flower during Wednesday's general audience in St. Peter's Square at the Vatican and then bows to kiss his vestment as the pontiff caresses her head.

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Pei Wenzhong Is Dead; Discovered Peking Man

Los Angeles Times Service

BEIJING — Pei Wenzhong, 79, the Chinese archaeologist who found the skull of Peking Man in 1929, providing the first solid evidence of modern man's evolution from the apes, died Sept. 18.

Mr. Pei's discovery still ranks among the foremost in the study of man's origins. He made later contributions to Chinese science, including leadership of subsequent searches for evidence of the origins of early man.

At his death, Mr. Pei was a leading researcher at the Chinese Academy of Science's Institute of Vertebrate Paleontology and Paleoanthropology, according to the Chinese news agency Xinhua. His burial Tuesday in Babaoshan Cemetery, the resting place of the country's greatest leaders, attested to his political status.

Modern Man's Predecessor

Mr. Pei's discovery of the skull of Peking Man in the muck of the floor of a cave 30 miles (48 kilometers) southwest of Peking helped establish the place of Homo erectus Pekinensis as the predecessor of modern man 200,000 to 600,000 years ago. The skull itself was estimated at 500,000 years old.

Most of the Peking man fossils collected on Chicken Bone Hill over two decades of research by Chinese, U.S. and European researchers before World War II were lost during the war. China still blames "some Americans," who had removed them from China for safekeeping. Mr. Pei often lamented that the study of human evolution was significantly set back as a result.

More fossils, including another skull, teeth, part of a jawbone and other fragments, were later found at the site, but Mr. Pei felt that none could replace those that had been lost.

Full Significance

"We knew what we had found in the 1920s and [that it] was terribly important, but the full significance would have been clear only in later years when the techniques of science caught up with our discoveries," Mr. Pei said at a conference on the 50th anniversary of his discovery.

Mr. Pei, who studied first at Peking University and later at the University of Paris, directed a number of major excavations in China in the 1930s and 1960s. Like other paleoanthropologists, he fell into political disfavor during the Cultural Revolution from 1966 to 1976 and was able to resume his work only a few years ago.

Paul Kollsman

LOS ANGELES (NYT) — Paul Kollsman, 82, an aeronautical engineer whose invention of the altimeter in the late 1920s helped revolutionize aviation, died Sunday.

Mr. Kollsman had hundreds of

patents to his credit, but the altimeter, which measures and registers the altitude of an aircraft, was considered his outstanding contribution to aviation science. In the view of some authorities, it was one of the milestones in the advance of piloted aircraft after the Wright Brothers' flight in 1903.

The Kollsman altimeter, which translated barometric pressure into feet, made its official debut at Mitchell Field, New York, on Sept. 24, 1929, when James H. Doolittle, then an Army lieutenant, made a 15-mile flight guided only by instruments.

Mr. Kollsman was a native of Germany, where he studied science and engineering, and went to the United States in 1923. He joined the Pioneer Instrument Co. in New York and in 1928 founded his own firm, the Kollsman Instrument Co.

Norman Armour

NEW YORK (NYT) — Norman Armour, 94, a career Foreign Service officer who served as minister or ambassador to a dozen countries and as assistant secretary of state for political affairs, died here Monday.

As ambassador to Haiti in the 1930s, Mr. Armour arranged the withdrawal of the U.S. marines that had been stationed there for almost two decades.

In a 1976 interview, Mr. Armour said that "of all the memorable events in my career, I think that on balance I could say that I'm proudest of something I did after I retired."

He was referring to an open letter that he and four other retired diplomats, including Joseph C. Grew, a former ambassador to Moscow, wrote in 1954 protesting Senator Joseph R. McCarthy's attacks on the Foreign Service.

In their letter, which was widely publicized, the former diplomats wrote: "The conclusion has become inescapable that a Foreign Service officer who reports on persons and events to the very best of his ability and who makes recommendations which at the time he conscientiously believes to be in the interest of the United States may subsequently find his loyalty and patriotism challenged and may even be forced out of the service and discredited forever."

Other deaths

Jimmy Wakely, 68, who as the "Singing Cowboy" made 71 western films, Thursday in Los Angeles, of heart failure.

Samuel C. Jackson, 53, a supporter of civil rights and minority causes who served in housing and civil rights posts in the Johnson, Nixon and Reagan administration, Monday of cancer.

Franco Calamandrei, 65, Communist vice chairman of the Italian Senate's foreign affairs committee, Sunday in Rome, following a heart attack.

Nazi Intelligence Officials Worked With U.S., 1947 Testimony Reveals

United Press International

WASHINGTON — Hitler's senior intelligence officials worked with U.S. intelligence during World War II, according to a transcript that has been made available of secret testimony by Allen Dulles before a congressional committee in 1947.

The Nazi officials provided information about Germany's missile program that led to the Allied bombing of the bases from which the Germans launched rockets against Britain, Mr. Dulles told the committee.

Mr. Dulles testified June 27, 1947, at a hearing by the House Committee on Expenditures in the Executive Departments that laid the basis for establishment later that year of the Central Intelligence Agency. Mr. Dulles became the agency's director. The House Government Operations Committee, successor to the expenditures committee, voted unanimously Tuesday to release the transcript. Mr. Dulles identified in the

transcript as "Mr. B." was a key figure during World War II in the Office of Strategic Services, the predecessor to the CIA.

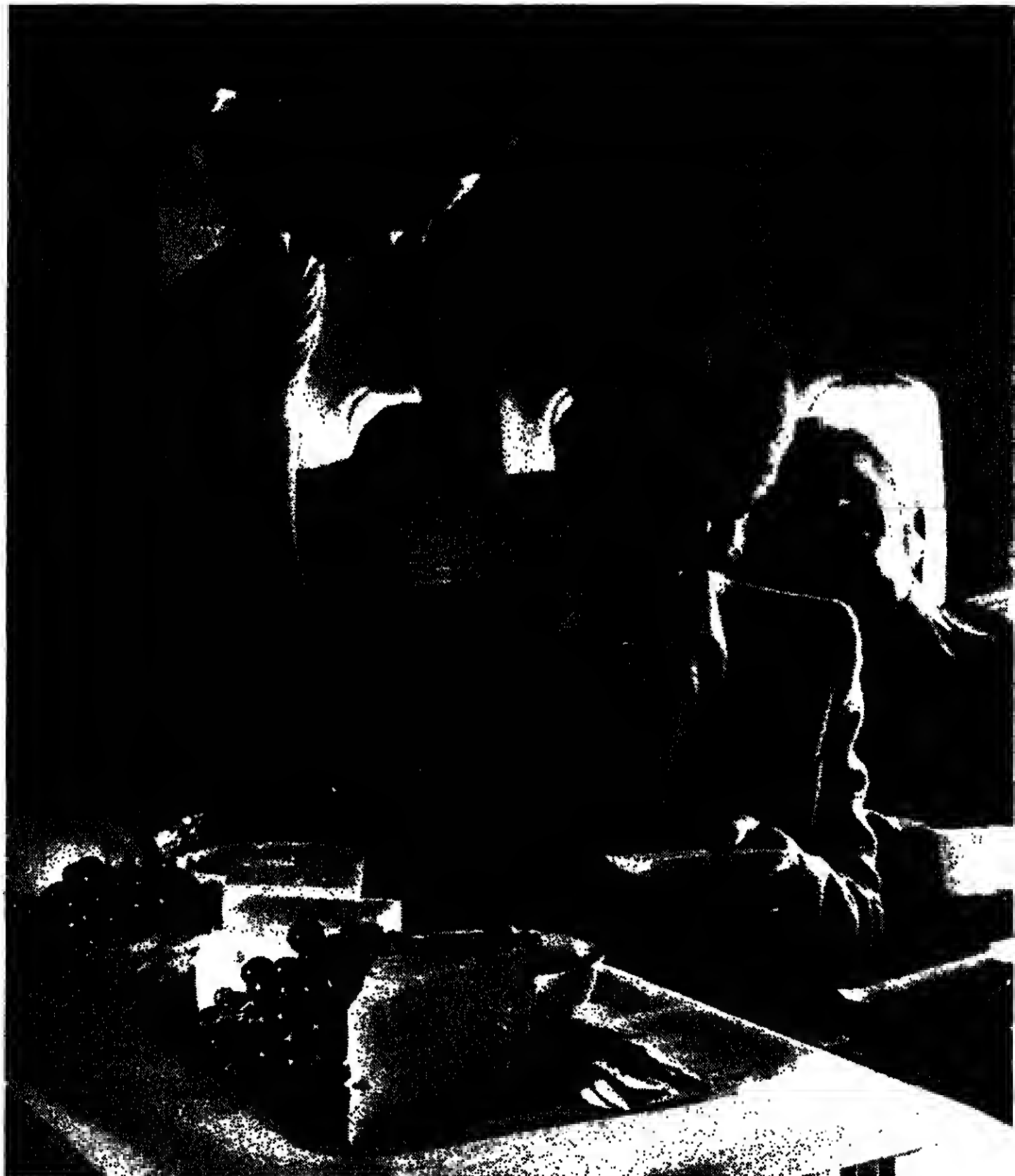
Mr. Dulles said that about 10 percent of the Abwehr, the German intelligence agency operating under the joint chiefs of staff, had turned against Hitler because they were "disgusted with Hitler's tactics" and opposed his "treatment of the Russians."

While he was OSS chief operating out of Switzerland, Mr. Dulles said, senior German counterintelligence officials including Admiral Wilhelm Canaris, who headed the Abwehr, and his deputy were in direct touch with him.

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SCIENCE / TECHNOLOGY

Hidden Story Behind Insulin

by Lawrence K. Altman

New York Times Service

ONTARIO — The discovery of insulin at the University of Toronto 60 years ago ranks with greatest moments in the history of medicine. For the first time, diabetics and women, many of whom were then doomed to a slow and painful death, were offered a treatment that restored them, sometimes in a few weeks, to health. No detailed, accurate account of events that led to so astounding a leap forward in the treatment of disease has ever appeared. The relevant documents were redacted; others were suppressed by the University of Toronto to avoid embarrassment to surviving researchers. But with the death of last principal in 1978, research into insulin without impediment, J.B. Collip, a historian at the University of Toronto, has now pieced the story together from accounts, published and unpublished, and by delving into the prize archives at the Karolinska Institute in Stockholm.

Feuding and Bickering
Professor Bliss's account, "The Discovery of Insulin," being published this month in Canada by J.B. Collip and Stewart, and next in the United States by the University of Chicago Press, shows full dimensions of the feuding, bickering, the jockeying for position and reward, the personal rivalries and weaknesses, as well as the achievements of the men whose achievement did much for so many. As J.B. Collip, one of the two men who won the Nobel Prize for the discovery of insulin in 1923, said: "If every victory entails as much squabbling over priority, etc., as this one did, it will put the job of trying to do it to them out of fashion."

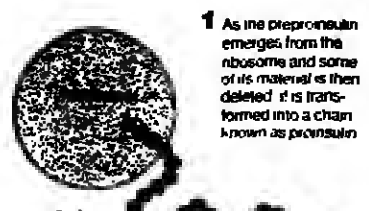
The public who read the papers in the 1920s, and to successors who learned the story from Paul De Kruif's book, "Against Death" or other popular accounts, the discovery of insulin was made in just one summer of 1921, by two inexperienced scientists, Frederick Banting, a 30-year-old surgeon who understood the critical puzzle of insulin, an inspired idea he conceived upon falling asleep, and Les Best, a 22-year-old college graduate who had not yet entered medical school and who did the laboratory work. The first patient, a young boy named Leonard Thompson, in January 1922, won the Nobel Prize for physiology or medicine in 1923 went to Banting and Professor Macleod, head of the physiology department who had given Dr. Banting laboratory space. Professor Macleod had spent the summer of 1921 vacationing in his native

Scotland and returned, the story goes, to find that his assistants had discovered insulin. The Nobel award to Professor Macleod, therefore, was so surprising and controversial that Dr. Banting divided his half of the money with Mr. Best. Macleod's riposte was to share his half with J.B. Collip, a young biochemistry professor who joined the team in December 1921.

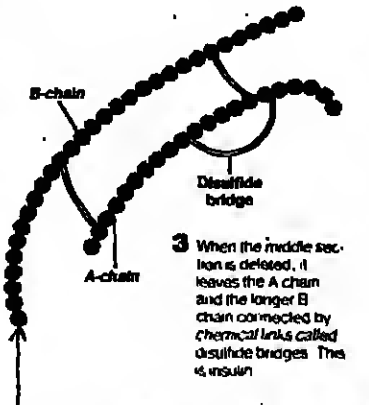
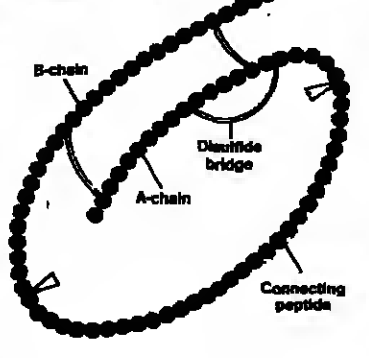
The real story was much more complex — and perhaps less in-

How the Body Produces Insulin

Cells in the pancreas build insulin in a series of steps. In the cell's protein factories, the ribosomes, long chains of amino acids are assembled to form preproinsulin. Excess amino acids are then stripped away in succeeding stages.



2 The preproinsulin contains within it what will ultimately be the material for two chains. But first the part of the chain known as the C-peptide, or connecting peptide, must be deleted.



3 When the middle section is deleted, the longer A-chain and the shorter B-chain are connected by chemical links called disulfide bridges. The insulin is now ready for use.

The New York Times

spired. As many as 400 researchers had tried to find what Dr. Banting and Mr. Best sought. It had been known for decades that if the pancreas was removed from experimental animals, diabetes ensued. However, the duct that carried the pancreatic secretions off to the body could be severed, but there would be no diabetes. In fact, the whole pancreas could be transplanted within the animal, and if only a small part of the pancreas was retained — just under the skin, say — there would be no diabetes. Later it was realized that structures in the pancreas called the islets of Langerhans were involved, and that their secretion, if any, must pass directly into the blood instead of through the pancreatic duct.

According to Dr. Banting's later account, he was trying to read himself to sleep with a medical article about the pancreas on Oct. 30, 1920, but he was kept awake by worries over debts. An idea, prompted by the article, came to him and he jotted it down. He would tie off the pancreatic ducts of dogs, wait for the gland to degenerate from disuse, then make an extract of the remaining tissue.

But according to Professor Bliss, Dr. Banting, who had never treated a diabetic, was "madly and vaguely" in recalling exactly what his research proposal to Professor Macleod had been. Dr. Banting at first apparently sought his discovery through transplant surgery. After tying off the duct and waiting for the gland to wither away, leaving the islet cells, he originally planned to transplant the islet cells into dogs whose pancreases had been removed. He abandoned that plan and made extracts of degenerated pancreases instead.

Nor was Dr. Banting so single-minded in his pursuit of insulin as he has been portrayed. During the spring of 1921, Professor Bliss says, instead of waiting with "gnawing impatience and mounting eagerness" to start searching for the internal secretion of the pancreas, he was waiting for a reply to his application for a job as a doctor to an oil expedition. As it turned out, no one was hired.

Professor Bliss reconstructed the research, day by day, experiment by experiment. Dr. Banting and Mr. Best's experiments on dogs in the summer of 1921 were a crucial part of the process, but other breakthroughs came in December 1921 and January 1922, particularly when Professor Collip learned how to purify the pancreas extract.



More credit is due to J.J.R. Macleod (left) and J.B. Collip.

Professor Bliss dispels the notion that Professor Macleod set Dr. Banting and Mr. Best to work and then left town for his holidays. Professor Macleod had worked for a month before he left, had gone through the technical problems with Dr. Banting and Mr. Best, had given fairly explicit parting instructions and corresponded through the summer.

Additional Experiments
By the time of Professor Macleod's return from vacation on Sept. 21, 1921, Dr. Banting and Mr. Best had found that injections of the pancreatic extract into the veins of diabetic dogs sometimes worked spectacularly. However, the cautious Professor Macleod insisted on additional experiments to exclude the possibility that the effects attributed to insulin were actually a result of some other factor.

A few days later, Dr. Banting, whom Mr. Best described as "frothing at the mouth," threatened to take his research to the Mayo Clinic or Rockefeller Institute if he did not get assistance with money and manpower. According to accounts written much later, Professor Macleod refused at first, then apparently relented.

The pace of the research quickened. Professor Macleod had become the quarterback of the team, turning the entire laboratory over to the search for insulin. It was clear that the two young investigators needed help. Dr. Banting asked for it. Professor Collip, the biochemist, wanted to participate. But Mr. Best opposed it, as he later said, "for obvious and selfish reasons." However, Dr. Banting persuaded Mr. Best to relent.

By late January 1922, Professor Collip had found it. But with Professor Macleod's approval he refused to share it with Dr. Banting and Mr. Best. Dr. Banting, obsessed with fears that Professor Macleod and Professor Collip were taking over the project and would deny him the credit, grabbed Professor Collip, a much smaller man, according to Mr. Best, "Collip was fortunate not to be seriously hurt."

The first human trial was done in December 1921, not on Leonard Thompson but on Dr. Joseph Gilchrist. It failed, because the dose was given by mouth. At the time, Dr. Banting had no reason to know that insulin was ineffective when swallowed.

After the Thompson success in January 1922, Professor Collip, a laboratory wizard with an instinctive skill at freehand chemistry, incredibly found he could no longer make the extract. With the supply soon exhausted, at least one patient died. Dr. Banting, close to despair, his engagement on the brink of dissolution, drank himself to sleep every night; his attendance at the laboratory began to fall off. By mid-May, however, the Toronto team had reclaimed the secret.

To Professor Bliss, credit for the discovery is due to the four men and some of their collaborators. Yet he believes that the Nobel Committee's decision to award the prize to Dr. Banting and Professor Macleod among the 57 nominees that year was justified. (Files of the Nobel committees are open to scholars 50 years after the award, and no more than three individuals may share an award.) The two men were honored primarily on the recommendation of August Krogh, a Danish Nobel laureate.

In the final analysis, Professor Bliss says, "I don't see how anyone can say anymore that Banting and Best alone discovered insulin."

Children: The Toll of Teasing

By Elizabeth Mehren

WASHINGTON — An 8-year-old boy in Cleveland turned in this theme paper not long ago: "I hate D.J. He calls me 'nerd' and then runs away."

His teacher was hardly sympathetic. "Too bad," she responded, grading the boy accordingly, "you didn't pick a better topic."

In fact, said Dr. Jane Kessler, a child psychologist, the boy was dealing with a topic that affects nearly everyone at one time or another, a subject, she said, "that everyone seems to know of" — but no one seems to know much about: teasing.

Dr. Kessler discovered, and duly reported at a meeting of the American Psychological Association here, that teasing "is a phenomenon that has been almost totally neglected in the literature" of the profession.

Like the teacher, most psychologists acknowledge the existence of teasing, and after that "they tend to express ambivalence." Those who were not entirely ambivalent, Dr. Kessler found, tended to write teasing off as "a natural part of childhood" — something that actually helps reduce tension and, in the parlance of the trade, "helps with desensitization."

Yearlong Study
But Dr. Kessler was intrigued. Author of "The Psychopathology of Childhood" and a professor of psychology at Case Western University, she embarked upon a year-long study of childhood teasing. Focusing on a group of elementary-school-age children, she asked them, for one thing, to define and describe the process of teasing.

John, 7: "Teasing means funny. You tease someone and they laugh, like when you say naah-naah-naah, your underpants are showing."

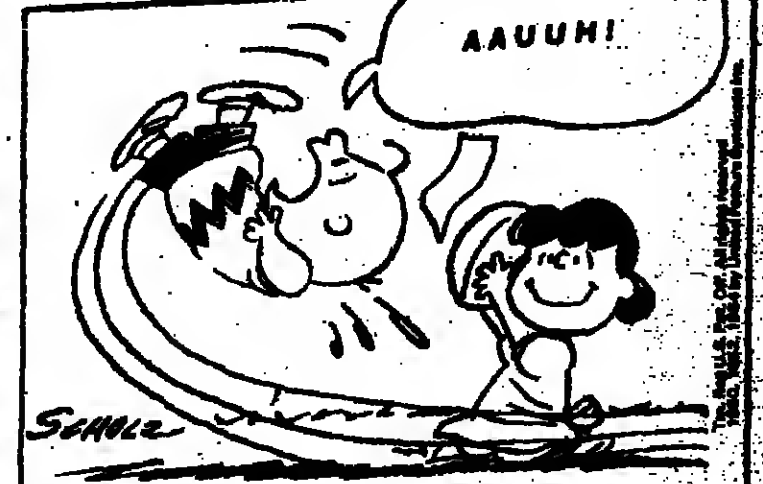
"Teasing means hurting someone's feelings," offered Brian, 8, "and it's not very nice. You just do it when you want to hurt someone's feelings."

Said Scott, 8: "Teasing is not nice. I just say, 'Go away.'"

What Dr. Kessler herself quickly learned was that "clearly, teasing has different meanings in different social contexts." But a constant quality, she said, was the "small but persistent nature of the event," the kind of psychological nipping-raising that seems "linked to humor, with the intention to annoy."

From humorous, and not especially mean, to aggressive and downright sadistic, she said, teasing has evolved a kind of scale of acceptability. "You have, on the one end, bantering, kidding, ribbing," she said, "graduating down to badgering and tormenting."

Teasing, she said, must be viewed "from two sides: the degree



Lacy, the quintessential tease of "Peanuts," does her annual number on trusting Charlie Brown, leaving him sadder but not wiser.

of intent of the teaser, and the perception of the one teased."

Sometimes teasing is competitive, "a linguistic test, for fun or for viciousness" — sometimes for both. Sometimes it is a tool: "It can reduce boredom, and make the person who is doing the teasing feel more powerful."

Teasing is so ingrained in most cultures that it sometimes takes on ritual proportions. "Hazing," Dr. Kessler said, along with other kinds of initiation rites, "can be seen as a form of teasing." On at least one day each year, teasing attains an almost sacred quality. "We have an entire day set aside, April Fool's Day, which gives immunity for this kind of activity."

Studying children, she found that teasing also can serve what she called "an adaptive function."

One teen-age girl in an inner-city school was teased relentlessly because she had a free-lunch ticket. Bolstering her strength, the girl learned to tease back, telling her peers, "Never mind, say what you want, I'm going to enjoy my free lunch." As a study in adaptation, Dr. Kessler said, teasing and counterteasing in this fashion "help develop qualities of strength, pride, independence and learning to deal with hurt feelings."

Inventive teasing requires skill, and "this skill in teasing is a valuable commodity in some cultures." Family members and in-laws may tease each other, she said, "reducing hostility and helping to keep relations from becoming too strained."

Whereas adults tend to name-play and tease using last names, Kessler found that children focus, occasionally viciously, on first names. "In adult society," she said, "getting a person's name wrong is not polite." Children, on the other hand, "flout it." Fatty becomes Fatty, Peter is a Pumpkin-Eater. Sally was born to be Silly.

Name-playing is just one step

away from name-calling. "In the (perhaps twisted) spirit of name-calling, a child may be branded for life with a nickname reflecting some unfortunate physical characteristic."

With older children, she said, sexual teasing starts to show up. "Fag" is currently big with older kids, and of course you get the traditional "John-Johns-Mary-Mary-Johns-Johns" kind of thing. In this vein, she said, "inner-city kids tend to make fun about being pregnant." Among the Cleveland students, she found that some children were teased more frequently than others. "They tended to be smaller, and slower; often they were less athletic, more academic."

In the world of tease-warfare, "they ask for it." Not surprisingly, the teasers comprised an inverse profile.

Conferring with teachers in her Cleveland study, Dr. Kessler asked what they felt should be done about teasing. "Get rid of it," they chorused, then added, more gently: "Teach children to respect the feelings of others."

But some felt teasing might be somewhat healthy, teaching children resilience, and helping them to develop a thick skin.

For her part, Dr. Kessler said, "I have entirely changed my view about how to help the child who is being teased. The practical solution is to help the child answer back — and immediately. I have learned it doesn't matter what you say, but say something, and say it fast."

Disease Threatens Koalas
UNITED PRESS INTERNATIONAL
SYDNEY — A sudden increase in a disease, cystic ovary, is reportedly affecting up to 90 percent of female koalas in some areas of Australia. Researchers say the marsupials are not in danger of extinction, because some populations remain relatively untouched.

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AUTO INDUSTRY

Spain's EC Bid Could Jeopardize Exports

HEAVILY protected by tariffs but able to sell its vehicles more or less freely abroad, the Spanish car industry has become almost as controversial as the Japanese. Matters could come to a head over Spain's application to join the European Community.

At the moment, Spanish-built cars exported to EC countries carry a duty of only 4 percent, while EC manufacturers trying to sell in Spain must pay 36 percent. Spain negotiated these favorable terms in 1970 when its car industry was at a formative stage and more in need of protection than it is now.

Among persistent critics of Spanish trade policy has been Sir Michael Edwards, who has just relinquished his job as chairman of BL. He has claimed that the company could sell 20,000 Metros a year in Spain, given equal treatment with Ford's Valencia-sourced Fiestas, which enter Britain in large numbers paying the nominal 4 percent.

The argument will be revived, perhaps with even greater force, when General Motors starts shipments next year of its new "supermini," the Corsa, which is being built at Zaragoza. Last week Britain's Transport and General Workers' Union said it would use its industrial strength in the docks, road transport and the motor industry to impose controls on importing foreign-made cars. The union's general secretary, Moss Evans, said there would be a "total handling ban" on the Corsa until Vauxhall, GM's subsidiary in Britain, began building the car. However, the company has said it has no plans to assemble the model in Britain, although the possibility could not be ruled out if the market improved.

Sir Michael has suggested that unless Spain agrees to reduce its tariff on imported cars, Britain should retaliate by imposing quotas on Spanish vehicles. Since Ford has been send-

ing up to 69,000 Spanish-built Fiestas to Britain a year, and Ford is itself a major British producer and exporter, such a step seems unlikely.

The British government has, however, indicated that its support for Spain's application to join the European Community could depend on a positive response over the tariff issue.

Spain hopes to become a member of the EC in 1984, though this may be optimistic and the feeling is that it could be at least a year after that. Whenever it happens, Spain will be faced with the prospect of having to dismantle its protective wall completely to fall in line with EC policy, which is why it is hoping to negotiate a phased reduction in tariffs, over perhaps seven to 10 years.

Since Spain is bidding to become Western Europe's fourth biggest car producer, after West Germany, France and Italy, such a plea may not receive much sympathy. In 1980, for the first time, Spain made more

cars than the United Kingdom (1.03 million against 929,000) and though last year saw a falling back to 855,000, the new GM plant at Zaragoza should more than compensate.

Imports Rising

Despite the tariff penalty, car imports into Spain have been rising, from 36,000 in 1980 to 50,000 last year. Mercedes, Volkswagen and Ford itself are among the leading makes sold. But set against a total market of just over half a million cars, the import share is still modest and at the moment, at least, the only way to be sure of competing in Spain is to manufacture there.

Four out of five "Spanish" manufacturers are, indeed, foreign companies: Talbot, Citroën, Ford and the Renault subsidiary, Fasa. General Motors is joining them this autumn, making five out of six.

— PETER WAYMARK

France's PSA Group Maps Comeback

By Richard Feast

THE Citroën BX, French star of this week's Paris auto show, is far more significant than being merely a new car. It is the first of the truly new generation models to emerge from the troubled Peugeot group (PSA) since its creation nearly four years ago.

PSA plans its comeback in the French and European automobile industry on the merits of cars like the BX. While indications are that the sales recession is bottoming out and that PSA is over its worst nightmares, the group is emerging into a world where the opposition is a great deal leaner, fitter, wiser and hungrier. A great deal hinges on the success of the new Citroën.

When Peugeot, which already controlled Citroën, took over the old Chrysler-Europe interests in 1978, it created the biggest sales force in Europe.

But from enjoying nearly 18 percent of Europe's 10 million-plus car market at the time, PSA has slipped to little more than 13 percent on a 9.7 million market. Worse, it was overtaken as European market leader by its arch rival, the state-owned Renault group.

Part of PSA's problem stemmed from having too much of everything: components, models, manpower, capacity, dealers. As sales vanished in the worst recession in postwar years, the group gradually found that adding two and two amounted to three.

Early plans for a three-pronged Peugeot, Citroën and Talbot (Chrysler) attack on the market were quickly abandoned. Talbot disappeared as a company, to be merged with Automobili Peugeot (AP). Citroën, however, was left largely as a separate division but, as the latest model indicates, it made a major step closer to the parent group.

Joint Ventures Started? Rationalization was desperately needed. PSA developed a policy of horizontal integration with other automakers, while at the same time putting its own house in order. It signed a major engine collaboration deal with Fiat of Italy and entered into engine supply and joint car collaboration with Chrysler in the United States. It has discussed joint ventures with Mitsubishi of Japan.

The talk is not of mergers. PSA has learned the hard way that big is not necessarily beautiful. Rather, it is of pooled resources, which will enable rival groups to share the cost of designing and manufacturing expensive components like power plants.

At the same time, the different design paths chosen by AP and Citroën were pulled together. The BX is the first indication of the extent of this.

The car is evidently still a Citroën. The style and mechanical specification mean it could hardly be anything else.

But beneath the skin it is a PSA car. The engine and gearbox are shared by other makes, and company officials do not seek to hide the fact that the floor pan, the chassis, will appear in other group products. This is widely believed to be a reference to the Peugeot 205, which will debut at next spring's Geneva auto show.

Even Citroën's unique hydropneumatic suspension on the BX can be substituted by the more conventional metal springs that practically all other automakers favor.

BX Less Complex

Further, the BX is the first Citroën to be production-oriented. In the past Citroën's production people were almost given what the design and styling people had decided and told to manufacture it. Now, apart from many other important technical advances, the BX contains fewer parts, needs fewer welds and is far less complex to produce than any previous equivalent model from the company.

It will make the BX cheaper to manufacture, and thus more profitable.

Certainly PSA needs to do all it can to curb losses, which amounted to 3.5 billion francs in 1980-1981. It was caught on all fronts, by falling sales, investment in new models (BX and 205) and plant (gearbox and engine factories) and by cutting capacity in Britain and Argentina. It also dispensed with its inherited Dodge truck-making operations, now controlled by Renault.

PSA is now much more efficient and could even be in profit next year.

One of its aims is to retake the lead in the French new car market



Citroën's BX 16 TRS.

it lost in 1980 to Renault. It has sunk even further since then, though Renault has largely managed to maintain its 40 percent market share.

Renault did so with the benefit of its large dealer network, integrated model line and its reputation for making economical cars. It was also generally more aggressive in its marketing, and definitely more glamorous with its motor racing and cycling programs.

PSA's eclipse happened at a time when Renault was launching a succession of new models (Fuego, five-door R5, R9) and technical innovations (diesels and turbo-charged gasoline engines). It all created greater showroom traffic, and allowed Renault to weather the sales recession better than most volume automakers. More recently, though, its executives have been sounding less confident about the future.

Both groups, accounting for nearly three-quarters of all domestic sales, were poised to take advantage of the unexpected surge in demand for new cars. While this subsequently slowed, the country remains the one major European market to show any growth this year.

Buying Pattern Changing

However, a number of factors prevented Renault and PSA from benefiting fully. Renault, Citroën and Talbot were hit by industrial

disputes. They merely served to underline another change in French buying patterns.

While French companies were short of stock at a time when demand was good, customers turned even more to imported cars. Foreign car sales in France have risen considerably in the past two years.

In part it stems from the weaknesses and contradictions of PSA, but it also originates from the financial strength of many importers, notably the West Germans. The country's car-makers have been selling hard in export markets, to counter slow home demand.

They have been able to because of an annual inflation rate of about 5.5 percent, which has allowed them to keep down prices. On the other side of the Rhine, French makers battle with 14 percent inflation.

June's exchange rate adjustments will obviously help French makers, both at home and abroad. But the summer package of economic measures, instituted by the government to reduce French inflation to 10 percent by the year-end, was a mixed blessing.

It imposed a four-month block on prices (and incomes) at a time when French makers were planning all-around increases. The great unknown is what all this will do to the French industry's competitiveness when, or if, the measures are lifted after October.

French Market Leaders

(Above 1% Share)

Manufacturer	Jan-April 1982	%	1981	%	1980	%	1979	%
Alfa Romeo	9,826	1.4	24,923	1.4	25,380	1.4	28,741	1.5
BL	8,856	1.2	23,996	1.3	25,359	1.4	30,151	1.5
BMW	11,189	1.6	24,521	1.3	17,239	0.9	15,037	0.8
Fiat	32,626	4.6	82,575	4.5	68,706	3.7	71,759	3.6
Ford	39,907	5.6	101,332	5.5	68,426	3.7	79,279	4.0
General Motors	16,005	2.3	34,667	1.9	33,641	1.8	37,969	1.9
Lada	6,985	1.0	21,628	1.2	14,989	0.8	16,663	0.8
Peugeot SA	236,252	33.2	606,573	33.1	685,318	36.6	747,688	37.8
Citroën	98,717	13.9	260,286	14.2	270,983	4.5	325,399	16.4
Peugeot	92,865	13.1	256,287	14.0	293,461	15.7	258,698	13.1
Talbot	44,670	6.3	90,000	4.9	120,874	6.5	163,591	8.3
Renault	277,051	39.0	713,195	38.9	759,312	40.5	691,544	35.0
VAG	42,703	6.0	122,212	6.7	98,182	5.2	79,942	4.0
Imports	197,437	27.8	514,974	28.1	428,516	22.9	437,110	22.1
Total	710,755	100	1,834,826	100	1,873,202	100	1,976,391	100

Competition Makes 'World Car' Concept Vital

GM, Ford and Renault Pioneer International Manufacture, Marketing

THERE ARE two main options open to car manufacturers striving to operate at maximum efficiency in an increasingly competitive environment: to make more effective use of labor and the latest automated equipment, and to achieve economies of scale by producing their models in the greatest possible number.

The idea of international manufacture goes back far into motoring history. The Austin Seven had been built not only in Britain but in West Germany, France, the United States and Japan, and the Ford Model T had been sold with the slogan "world car" long before that term took on its current meaning.

In both cases, however, the car was designed principally for its home market and overseas assembly was a bonus. The strategy of setting out to design a car that was intended from the start to be built and sold in several countries did not emerge until the 1960s.

One aspect of it was the decision by Ford to integrate its European operation so that the same models would be produced in Britain as on the Continent, thus eliminating costly duplication in design, engineering and the production of components.

General Motors eventually adopted the same policy, but if one car was acceptable to motorists in Britain, Germany and France, why stop there? What about Africa and Latin America and the Far East?

The opportunities were quickly seized. GM extended its Chevelle/Kadett range from Europe to Brazil and, through the Isuzu company in which it had a 34 percent stake, to Japan.

The new Ford Escort, launched in 1980, started as a European car with production in Britain, West Germany and, later, Spain, while a version for the Australian market was made by Ford's Japanese partner, Toyota Kogyo. More significantly, it was designed to be built in both the

Until the 1970s this would have been unthinkable. Americans drove large, thirsty cars, Europeans small, economical ones, and that seemed to be that.

Energy Crisis Effect

With the energy crisis, the position suddenly changed. The U.S. car industry came under direct government pressure to improve the fuel consumption of its models and this meant designing vehicles that were smaller, lighter and more "European." The possibility arose that the same basic model could be as relevant in the United States as anywhere else. Hence the birth of the "world car."

The company that has taken the concept furthest is GM. In October 1980, Howard H. Kehr, executive vice president of GM, set out the thinking behind it.

"The events of the past few years make it clear that competition in the motor industry has increasingly become world competition," he said.

That has spurred manufacturers around the world to adopt new ways of increasing their efficiency, he said, and one of these was the world car.

Mr. Kehr gave a four point definition:

- Cars of the same basic design that would be produced in several countries and have a number of common or interchangeable parts.
- These vehicles could compete in most major countries with minimum modifications to meet local demands.
- Both the finished vehicles and the components that go into them would be produced in sufficient volumes to minimize production costs, and the components would, in many cases, also be produced in several countries.
- The vehicles would be sold where they were assembled, as well as in other countries with similar requirements.

engineering effectiveness; save on capital by reducing tooling and production costs for similar or overlapping components; permit economies of scale created by the large-scale production or purchase of components, as well as the assembly and distribution of finished products; and increase the flexibility of manufacturing the supply systems.

He also mentioned two obstacles to the realization of the concept. One was the insistence of certain countries on a minimum local content requirement in vehicles produced there, which effectively ruled out the import of components.

Secondly, the lack of harmonization between countries on their vehicle design requirements meant that, for instance, every piece of lighting equipment had to be changed if a car moved from Europe to Japan and the United States or, for that matter, the other way round.

The Chevette represented a partial move toward the world car concept but it was really a European car that GM adapted for other countries.

The later J-Car, however, was planned from the start to have a worldwide application. Initial development was carried out at the GM headquarters in Detroit and the GM subsidiaries in Europe and elsewhere were brought in to work on the design features that would be required by their markets. Emphasis was placed on evolving body structures that would accept common components.

From this integrated design and engineering effort two basic J-Cars evolved, one for the United States and the other for non-U.S. territories, Europe, Brazil, Australia and South Africa.

In the United States there were five versions of the car, corresponding to the GM product divisions: Cadillac Caprice, Pontiac 3200,

looking different on the outside, they used the same basic body structure and shared many components. The engines came from existing GM stock, enabling greater scale economies to be achieved in this area.

The non-U.S. J-Car was made in Europe as the Vauxhall Cavalier and Opel Ascona. Apart from the badge and minor styling variations, the two models were identical. The South African, Brazilian and Australian versions were similar.

New Engine Developed

To power these cars, a new engine was developed and it was manufactured in West Germany, Brazil and Australia with an annual output of around one million units. There were scale economies, too, in the production of transaxles (the transmission/front suspension unit) since these came mainly from one source, Isuzu in Japan.

The world car idea is not exclusive to the U.S. manufacturers. Last year Renault, the state-owned French company, introduced a new model, the 9, which had been planned so that manufacturing facilities could be set up almost anywhere.

Apart from France, the car would be assembled in Spain, Portugal, Mexico, South Africa and Taiwan. There was also to be an American version, the Alliance, stemming from Renault's 46 percent stake in American Motors Corp.

Though there were several important engineering changes for the U.S. market, the Alliance has some 500 parts in common with the French-built 9, including engine and transmission. The car went into production at the AMC factory at Kenosha, Wisconsin, in June, and made its U.S. sales debut on Sept. 22.

Other manufacturers seem bound to follow GM, Ford and Renault towards the world car concept.

Widening Success of Imports Troubles Detroit

(Continued from Page 9S)

ve publicly expressed "guarded" optimism and privately expressed more severe views.

John Hammond, manager of Data Resources' U.S. automotive service, said, "The downside risks continue to be substantial, both in terms of obsolescence and magnitude. Interest rates are the key."

In fact, "the recovery is just around the corner," "prosperity is only six months away," and even "the recovery is in the mail" have alternately placed "the check is in the mail" as an almost gallows-humor version "the great lie."

Still, progress has been made. The plants closed during the current automotive recession have been the least productive. There seems to be, finally, a real commitment to producing "quality" products.

The automakers also have sought help outside their own doors. New contracts with the United Auto Workers union have helped to stem the tide of rising labor costs and created at least a facade of cooperation.

They also have lined up outside talent to help with future product programs. GM's plan to form a joint venture with Toyota for small-car

assembly at a couple of GM plants currently closed is just one example.

Opinions on the long-term impact of such an arrangement are split. Maryann Keller, Faine Webber Mitchell Hurdman vice president and auto analyst, caused quite a stir earlier in the year when she said the pending GM-Toyota deal was positive and reflected good management at GM. GM's equity issues performed quite well for several days.

Arthur G. Davis, Prescott, Ball & Turben auto analyst, said, "The new front-drive Corolla, which will be the vehicle in the deal, is state-of-the-art technology."

"GM saw nothing in its own stable to match it and decided to go this route to get the technology to its dealers."

Mr. Davis said that this arrangement and current domestic-make pricing policies make it clear the U.S. makers are moving away from the low-priced small-car end of the market in favor of the higher-margin, upscale models.

He said, "Detroit's pricing policies are relinquishing the econobox market to the Japanese."

"That means the imports could be taking as much as 40 percent of the total U.S. market in two years or so."

"It also means the domestic makers are moving their capacity in that direction, the upper econobox segment, and the whole world is moving into that market. The result could be a price war in that segment like the one in the low-end."

GM also has a deal pending with Suzuki for small-car trade, although not necessarily for the U.S. market.

Chrysler is depending on its trading partners, Peugeot and Mitsubishi, for small-car technology and in some instances products. AMC is depending heavily on Renault technology and the Alliance, the North American version of the R9, is the linchpin in AMC's recovery program.

Despite the view of some experts that Detroit must purchase small-car technology because it cannot develop it soon enough to satisfy market needs, the automakers are making progress in other areas of technology.

On-board electronics for engine control, diagnostic electronics and robotics are areas where the U.S. makers are focusing their attention. The Reagan administration's laissez-faire attitude toward new safety and emissions regulations has allowed Detroit to divert funds to certain product enhancement areas that are thought to improve product desirability and therefore competitiveness.



Dodge 600 ES

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Thomas D. Jobling
Chrysler Information Office
Arabella Center
Lyoner Strasse 44-48
6000 Frankfurt/Main 71
West Germany
Telephone: 666-960
Telex: 04-159313 CIO-D

Derek G. Curling
Chrysler International, S.A.
17 Old Court Place
London W84PO England
Telephone: 937-8044
Telex: 8812562-CKENG

Call or write:
William L. Hughes
Chrysler Overseas Sales Operations
4000 Wyoming Avenue
Detroit Michigan 48210
Telephone: 313-584-1000
Telex: 0235265 CHRYXIMDET

AUTO INDUSTRY

Array of New Models Could Lift West Germany Out of Hard Times

WEST GERMANY'S motor industry, the most powerful in Europe, faces even harder times than it has been experiencing recently.

It balanced this year's serious decline in domestic sales with a continuation of its aggressive and successful export policy, but there are indications that this relief valve is about to blow.

Already, Volkswagen workers have been laid off for two weeks because of the enormous cost of financing existing stocks and last week, after announcing a profits slump in the second quarter, and ruling out any hope of a quick recovery, VW said production at its main plant at Wolfsburg would be halted for three weeks later this year.

It seems inevitable that more of their colleagues from other companies will face the same prospect now that orders from abroad have plunged and home market demand looks set to decline further in the face of growing political and economic uncertainties.

The picture looked better until the summer. Passenger car output rose 16 percent in the first half of this year to 2.1 million. In the same period domestic sales slipped 6 percent to 1.25 million, but pessimists are now predicting year-end sales of only 2.1 million. Even the optimists speak of only 2.1 million, compared to 2.3 million last year and a peak of 2.62 million four years ago.

To counter the shortfall, West German exports rose by a quarter to 1.29 million in the first half of this year. Much of the demand was European, and German products made big inroads into the other major national markets, France, Italy and Britain.

But Volkswagen, the chief ex-

porter in terms of numbers, was stung by the big drop in U.S. sales and has identified a softening elsewhere. By contrast, quality car makers like Mercedes-Benz, BMW and Porsche experienced exceptional U.S. demand, seemingly impervious to the unfavorable exchange rate between the Deutsche mark and the dollar.

New Models Appearing

However, the array of new models that the industry is introducing could not have arrived at a better time. They will add impetus to flagging sales. The program includes two of the major newcomers at the Paris auto show, the Audi 100 and the Anglo-German Ford Sierra.

Toward the end of this year there will be a new, small Mercedes-Benz, the 190/190E. It takes the company into a fresh market category and will have a major impact on the opposition. It will be followed shortly afterward by the four-wheel-drive Audi 80 and BMW's replacement for its 3-series.

The arrival of all these models in a broadly similar segment would have left GM's contender, the Opel Commodore, very exposed. As a result, a heavily revised model has been brought forward and will be introduced in November.

A pointer to the future of the West German industry comes, perhaps, from another newcomer, Opel's Corsa, which plugs a serious gap in the company's model lineup, is being made in a new, highly automated factory in Spain.

Opel is following Ford in sourcing small cars for the European market from an area where labor costs are lower than in other industrialized nations. With profit margins on baby cars so small, it is

vital to produce them as efficiently as possible.

Neither does the Spanish connection end with the Ford Fiesta and Opel Corsa. Volkswagen is negotiating with the Spanish automaker Seat, and an announcement is expected shortly whereby Seat will begin manufacturing the small Polo/Derby models.

Such an arrangement would help the troubled Seat, which would obtain modern, competitive models for its domestic market. But it would also benefit VW by giving it a proper presence in a market which is expected to show the biggest growth potential in Europe. More importantly, the Seat-made VWs would be sold in the rest of Europe through the German company's existing network.

While the Germans seem happy to sell small, Spanish-made cars, it is noticeable that none of the deals so far embraces the higher quality, top technology models that have been the mainstay of the German success.

Quality Sales

There are more customers for upper-medium and upper category cars in Germany than anywhere else in Europe. It is evident in the fact that the mid-range Mercedes-Benz and BMW 3-series outsell baby cars like the Polo and Fiesta. And German buyers, widely regarded as the most discriminating in Europe, seem to trust only products of their own country.

Even the German buyers' flirtation with Japanese products seems to have been broken off. Japanese sales rose to 11 percent of total in next to no time, but they now account for about 9 percent. At the same time, German companies have led the exporters in Japan, accounting for 80 percent of the (admittedly low) foreign sales there.

West German Passenger Car Production

Manufacturer	1981	1980	1979	1978	1977
BMW	337,757	330,087	328,281	311,793	284,771
Daimler-Benz	449,010	438,829	433,203	403,707	409,090
Ford*	486,917	419,517	546,957	544,160	542,730
Opel	810,158	786,643	960,243	952,656	922,304
Porsche	31,734	28,422	36,001	36,879	36,130
VAG	1,462,231	1,517,216	1,627,861	1,640,981	1,595,499
Audi	311,671	285,052	323,395	295,000	317,928
Volkswagen	1,150,560	1,232,164	1,304,466	1,345,981	1,277,571
Total	3,577,807	3,520,934	3,932,556	3,890,176	3,790,544

*Does not include Genk (Belgium)

Some German automakers attribute the check in Japanese sales to the buyers' realization that Japanese cars do not have the lasting qualities of the domestic product, with the inevitable effect on resale values.

There seems little doubt, though, that another reason is the German industry's quick reaction to the Japanese advance. German products are now much better equipped and better value for money. At the same time, Japanese imports are less competitively priced as a result of exchange rate changes.

But what really irks many in the German industry is the suggestion that the Japanese produce cars more efficiently than they do. In some cases it is true, because of the more mature nature of the industry, but any visit to Daimler-Benz, VW or BMW will produce an endless string of managers insisting that German production technology is every bit the match of Japan's.

Emphasis on Flexibility

Some examples include the use of assembly robots at Daimler-Benz, Opel's flexibility in making diesel or gasoline engines on the same lines, and the body assembly flexibility being built into all VW group factories. Soon, Wolfsburg will be able to make Golf, Jetta,

Polo and Derby models on the same lines.

Factories that do not have this ability to adjust to changing market demands will be the first to suffer in another major recession.

Along with these advanced production techniques comes the high engineering excellence of the products themselves. Indeed, the two companies with the best reputations, Daimler-Benz and BMW, managed to lift output when rivals were laying off employees in the worst of the recession.

The lesson was not lost on the volume producers. In future they too will be placing even greater emphasis on engineering and quality.

Audi, a part of the VW group that lost considerable domestic sales, freely admits it wants to move from its present gray area between the mass makers and the quality car producers. The only way is up.

— RICHARD FEAST

'Fuel Revolution' Continues

(Continued from Page 9S)

300,000 and a half million turbine cars could be in production in the early 1990s.

By using the latest ceramics, developed during the space programs, Ford has been able to raise combustion temperatures and improve efficiency.

Predictions based on the split-torque automatic transmission used in the U.S. version of the Escort are for 60 percent better fuel economy than is at present available. Another advantage of the gas turbine is that it can run on several fuels, liquid or gas, and is not, therefore, dependent on oil.

On the future of the electric car, manufacturers are still pessimistic. The difficulties stem from the state of battery technology. Even the most advanced batteries are heavy and bulky, give a limited range and take several hours to be recharged.

Ford has pointed out that it takes 700 times longer to fuel an electric vehicle than to fill a tank with gasoline.

Also, studies by the Electricity Council in Britain have suggested that, when battery life is taken into account, electric vehicles are up to six times more expensive to operate than gasoline-powered cars. At the moment, the electric car seems to be limited in its application to short trips around town.

On other possibilities, Brazil has successfully introduced cars powered by alcohol, taking advantage of its ability to grow two sugar cane crops a year for the large-scale production of ethanol.

Elsewhere methanol, which can be made from coal, wood, sewage and certain waste materials, has been used, especially as a gasoline extender. Up to 15 percent of alcohol can be added to gasoline without significant engine changes being necessary.

The Debate in Japan: Can the Giant Keep To Expansion Course?

By Jon P. Bird

THE Japanese automotive industry, which manages to keep on rolling despite growing international tensions and ever-stiffening trade barriers, is a powerful collective economic force to be reckoned with in world markets everywhere.

Last year, Japan's 11 automobile and truck makers exported 6,048,447 vehicles — 3,949,542 cars, 2,017,521 trucks and 84,384 buses. These figures compare with slightly under 6 million units in 1980, and only 4.5 million units in 1979.

In addition, over 550,000 vehicles were exported last year in the form of knocked-down assembly kits.

But can the Japanese automotive industry keep on expanding, and exactly where do Japanese automakers stand on the export controversy?

The auto makers themselves are concerned with the key problem of survival. With the truck and car makers fighting for shares of both domestic and export markets, it seems almost impossible for all 11 firms to survive until the end of the century.

Internal Shuffling

Industrial experts foresee some internal shuffling among Japanese auto companies in the not too distant future. Toyota Motor Co. and Toyota Motor Sales Co., a marketing arm, joined forces recently to become the Toyota Motor Corp. The Daihatsu Motor Co. and Hino Motors are major affiliates of the Toyota group, and the Yamaha Motor Co. has acted as Toyota's racing research and development arm for many years.

Under the Nissan corporate umbrella are Nissan Diesel and Fuji Heavy Industries, makers of the Subaru line.

This leaves the major independents — Honda, Isuzu, Mitsubishi and Toyo Kogyo — with survival problems of their own. Honda may be the only real loner in this group, but it is aggressively pursuing overseas markets on its own.

Honda's links with British Leyland in building the BL Bounty, inspired by the Honda Civic sedan, gives the Japanese firm access to the European market. Honda's U.S. plant in Ohio is ready to start producing Accord for Europe, and Honda also has a tie-up with Daimler-Benz in South Africa.

Consolidation in the home mar-

ket, where possible, and internationalization in overseas markets where necessary, are the steps Japanese automakers are taking to ensure survival and gradual growth.

The Isuzu Motor Co. has hitched its future to the General Motors Corp., which owns 34 percent of Isuzu and is expected to increase its holdings to 40 percent. The additional capital will be used to build new facilities to produce its ST car to a future 300,000 units a year, 200,000 of which are destined for GM.

Red Ink Danger

The Mitsubishi Motor Corp. U.S. connection is Chrysler, which owns a 15 percent share of the Japanese firm, purchased in the heyday days when the Chrysler Cor was strong. MMC, backed by a powerful Mitsubishi group, ranks fifth among Japanese automakers and third among truck producers. MMC took over Chrysler's Australian subsidiary, and the captive import system in U.S. through Chrysler to develop brand recognition. This means MMC can now open up its own completely separate market channels as well as continue to use Chrysler links overseas.

Toyo Kogyo Co., which makes the Mazda line of automobiles, is most vulnerable in its own red ink during the oil shock of the mid 1970s, when it was trying to sell fuel-thirsty rotary engines. Fortunately, the Sumitomo Group stepped in to save TK, giving it a firm time to introduce other rotary engine cars like the Fami GLC/323 and Capella 626, which have done well in world markets.

Front-Wheel Components

The RX-7 sports car, with more fuel-efficient rotary engine also a hot seller.

However, TK's best outlet comes not from Sumitomo, but from the Ford Motor Co., which purchased a 25 percent share of TK so that the company could become a reliable source for front-wheel drive car components for fully completed models marketed in Asia under the Ford (Laser) nameplate.

Even closer Ford-TK ties likely in the future, as both firms take advantage of each other's marketing expertise in different parts of the world.

Efficiency: Key Factor in Productivity Battle

(Continued from Page 9S)

United States and Europe have been forced to follow suit and the rate of robotization has accelerated dramatically. In 1980 GM had 425 robots in its plants, and in 1981 1,200, with nearly 4,000 more on order. By the end of the 1980s it plans to have 14,000. Ford in the United States has 500 and expects to install 2,400 by 1985.

In Europe, Fiat was soon joined by Renault and Volkswagen. All three consider robots sufficiently important to manufacture their own. For the introduction of the 9

model in 1981, Renault put 125 robots into its Douai plant and claimed it to be the most highly automated car factory in Europe.

The role of the robot should not be overstated. So far they have been used for a fairly limited range of functions, such as welding body panels, applying paint to complete body shells, loading machines and transferring parts. Whether they can ever take the place of the traditional labor intensive functions of trim and final assembly (fitting carpets, dashboards, electrical systems and so on) remains to be seen.

But even on a limited scale, robots will have profound consequences for the motor industry and its manning levels.

There are three possibilities. One is that a dramatic increase in the demand for cars in the later 1980s and beyond will allow companies to introduce robots and increase their work forces. Such a prospect appears highly unlikely.

Allowing for Robots

The second case is that demand for cars will grow sufficiently to enable robots to produce more vehicles with the same work force.

Even that looks optimistic and it seems that for most car industries, robots will be a means of producing more efficiently at roughly the same level of output but with fewer people.

General Motors believes that the number of man hours required to produce a car can be cut by half through automation; and the International Metalworkers' Federation has estimated that GM could require 60,000 fewer workers by 1990 than it did at the start of 1980s.

— PETER WAYMARK

1981 Balance Sheet. Touchstone for the past. Foundation stone for the future.

Once again, in 1981, we had a good balance sheet.

Of itself, it provides only a relatively scant picture of the results achieved by our overall policy. But for those who have observed our activities over any length of time, it represents a confirmation of that overall policy, based on continuity and security for the future.

It is precisely in difficult times — and none of the past few years has been easy — that a company such as Daimler-Benz must think, plan and operate on a long term basis, bringing together two seemingly contradictory principles.

One is a steadfast and persistent adherence to the traditional principles of first rate technology, quality and service ability, safety, durability and comfort; it is these that give our clients the confidence in our products that is the key to our long term success.

The other, however, is our active, forward-looking examination of changing conditions and new discoveries: we must and will find solutions for the future, in areas such as economy, reduction of pollution, the achievement of new markets.

Both are rightfully expected of us.

Market success based on a highly competitive range.

In a difficult year for the automobile industry, we managed to increase our car production from 429,078 to 440,778 units. Our marketing successes — or so we believe are based on our highly competitive production ranges and our worldwide customer service organization. The Mercedes-Benz "Energy Concept" has given us a considerable lead in fuel economy, enabling us to cut the fuel con-

DAIMLER-BENZ AKTIENGESellschaft					
Consolidated Balance Sheet (summary)					
	31st December			31st December	
	1981	1980		1981	1980
	DM Mill.	DM Mill.		DM Mill.	DM Mill.
ASSETS			LIABILITIES		
Fixed assets	5,790.9	4,479.9	Proprietary capital	6,266.0	5,315.3
Net Current assets	14,321.3	12,723.5	Debts/liabilities	13,846.2	11,888.1
Balance sheet total	20,112.2	17,203.4	Balance sheet total	20,112.2	17,203.4
Consolidated Profit and Loss Account (summary)					
	1981	1980			
	DM Mill.	DM Mill.			
Sales	36,660.7	31,053.7			
Increase in inventory and self-constructed fixed assets	892.5	1,073.1			
Cost of materials	19,496.9	16,556.2			
Labour	9,993.4	9,815.8*)			
Depreciation	1,687.7	1,447.3			
Taxes	3,091.0	1,692.8*)			
Other expenditures	2,457.9	1,512.7			
less other income	826.3	1,102.0*)			
of which:					
Provisions written back	—	391.0*)			
Profit for the period	826.3	711.0			

*) Cannot be compared on same basis as 1981 due to reorganization of Daimler-Benz AG employee retirement insurance.

The annual report giving the full annual statements of account may be obtained from banks or direct from Daimler-Benz AG, Dept. FBW/AFP, P.O. Box 202, D-7000 Stuttgart.

* Cannot be compared on same basis as 1981 due to reorganization of Daimler-Benz AG employee retirement insurance.

The annual report giving the full annual statements of account may be obtained from banks or direct from Daimler-Benz AG, Dept. FBW/APP, P.O. Box 202, D-7000 Stuttgart.

sumption of our vehicles by up to 22%, and to achieve further improvements in environmental acceptability, in our particularly successful top models, for example, where we produced and sold over 95,800 vehicles in 1981.

These savings were not, however, achieved at the cost of performance or comfort. And certainly not at the cost of quality or safety. The same applies to models 200 and 230 E, with their high performance yet economical four cylinder engines.

Our new top of the range model, the large Coupé in the 380 SEC and 500 SEC versions, was enthusiastically received by the market.

In spite of the extremely weak investment position in most Western European countries and the USA, we nevertheless managed to maintain commercial vehicle production and sales at almost the same high level as in the previous year.

with 272,868): indeed, in monetary terms we even managed to increase our turnover.

This was attributable to our increased exports of medium-sized and extra-heavy goods vehicles to the Middle East and North African countries.

Without this increase in exports, a drop in our sales and employment figures would have been unavoidable.

However, it is not only our export activities that we have strengthened, but also our foreign commitment — for example by acquiring the North American heavy goods vehicle manufacturer, Freightliner. In this way, Daimler-Benz are endeavouring to secure a firm position in the North American HGV trade.

Success abroad.

In 1981, our growth was exclusively

turnover, at DM 36.7 billion, rose by 63% (as compared with 55% in the previous year).

This growth was achieved in Europe, the USA, Australia, Asia and Africa. The marketing situation in South America — Argentina and Brazil — was one of considerable difficulty.

Capital investment to secure the company's future.

Only a strong, healthy company can invest. And only a company that can invest will remain strong and healthy.

To maintain and enlarge the considerable technical lead which our vehicles have, we invest, for example, more than a billion DM each year in research and development.

And in the context of our medium term investment plan, we invest more than DM 2.5 billion each year in new products, new production plant, greater flexibility of production, and an improved marketing and customer service organization.

Looking the future — with faith and confidence.

Our product range policy is in line with the continuing trend of durable and economic vehicles of a high technical standard.

Based on this policy we have a secure order situation, and hence a continuing high level of employment.

Our success in achieving our targets will be possible only with the full utilization of the company's personnel and material resources.

And, of course, with your confidence — and we shall once again, by our performance, endeavour to prove ourselves worthy of this



AUTO INDUSTRY

Ford of Britain Banking Heavily On Success of New Sierra Model

NOWHERE in Europe does Ford sell as many cars as it does in Britain. Last year the total was 235,000, or almost one in three of all cars sold.

The medium range Cortina, or Lotus, now replaced by the sleek Sierra, was the No. 1 seller, as was for most of the past decade. The importance of the Sierra to Ford of Britain cannot be over-emphasized. In earning terms it is the most important car in the company's model lineup. Ford is looking for the same sort of numbers with the new Sierra, as it achieved with Cortina, allow it to maintain its impressive profits record of recent years.

Ford of Britain is one of the few in the company's somewhat unbalanced worldwide crown. On the face of it, its money-earning power would tend to scotch the common notion that the country is a really a good place to make motor cars these days.

In truth, it is not. But it is a good place to sell cars, as the high of imports, nearly 60 percent, indicates. Companies like Volkswagen-Audi, Volvo, BMW and Mercedes-Benz have shown strong, consistent growth in Britain, assisted by the high retail prices at which they are sold in better times by a stronger domestic industry.

Ford's dazzling succession of profits, as good and consistent as any in Europe, were achieved by cars it sells in Britain rather than those it manufactures there. All of its new models are from the best of more efficient factories in Germany, Belgium, Spain and the Republic of Ireland.

Other British volume makers, including General Motors' Vauxhall

and Peugeot's Talbot, followed a similar European sourcing policy, though they have signally failed to make money. BL, the state-owned group which does not have the luxury of tied imports, is still one of the auto world's great money-losers.

Specialists Also Hit

Even the small, specialist auto-makers, of whom there are several in Britain, are finding the going tough. Rolls-Royce, whose customers one would expect to be immune from the recession, has suffered a drop of more than a third in domestic registrations.

This continued low level of domestic demand, where the vast majority of sales are made, means the year-end output will be below one million for the third successive year. However, in the short term the arrival next spring of a new generation of cars from BL's Austin Rover division may improve matters.

Ironically, the one event that did promise to change the industry's international standing, Nissan's now "suspended" auto plant in Britain, was largely opposed by the established makers. They identified the program as an assembly one, with few prospects of local orders for the dedicated components industry and with every likelihood of making their own factories appear less competitive.

Thus Ford and BL are the only true volume automakers in the country. Vauxhall and Talbot are little more than assemblers for the home market.

Talbot, formerly Rootes and Chrysler-Europe, assembles vehicles from French components. It is

a shadow of its former self, and its future is dependent on the potentially lucrative on-off-on deal to supply component kits of defunct models to Iran. Given the volatile nature of Iranian business and politics it is a shaky prospect.

Figures released recently by the Society of Motor Manufacturers and Traders showed that Talbot's output slumped by more than 63 percent in the first half of this year, enough to wipe out improvements by BL, Ford and Vauxhall, and bring the U.K. total down from 491,178 in the first half of 1981 to 465,846.

Certainly Talbot's parent group, whose share of the European market has shrunk even more quickly, does not need the British manufacturing capacity.

Vauxhall Looking Up

By contrast, Vauxhall has looked more healthy lately. GM's market share, including products from its West German Opel concern, has jumped three points in the space of a year, mainly on the strength of its Cavalier (Ascona). It is a picture that is common across Europe, where Opel has made large gains.

Vauxhall imports models from Opel factories in West Germany and Belgium. Soon it will be importing cars from a new Spanish factory as well, a move that could trigger a major union/company row.

The Spanish car is the Corsa, GM's first true competitor in the Fiat 127/Renault 5/Ford Fiesta super-mini category.

Vauxhall's one proper manufacturing job is the old Chevette, a

low volume model that fits into a similar category.

Vauxhall denies the arrival of the Corsa will mean the demise of the Chevette, but Vauxhall employees have seen the way GM's global planning has gone recently and are anxious about their future.

Ford already imports half its Fiestas from Spain, and sourcing from Spain has become a sensitive issue.

What irritates BL is that it cannot sell in the essentially closed Spanish market, while goods from Spain have no restrictions on their volume. However, the picture may change with the country's membership of the Common Market in the mid-1980s.

BL has little prospect of getting back on target until the arrival next spring of the first of the LC10 generation of cars. BL's Metro and Acclaim (a Honda clone) sell well enough, but it needs a big volume model in the Escort/Astra range.

Its more specialist Jaguar and Range Rover remain in remarkably good demand, but whatever their gains, they are not enough to offset Austin Rover volume losses.

British Passenger Car Production

Manufacturer	1981	1980	1979	1978	1977
BL	413,440	395,820	503,767	611,624	639,236
DeLorean	7,409	—	—	—	—
Ford	342,171	342,767	398,694	324,428	406,640
Lotus	345	384	1,031	1,196	1,092
Reliant	89	582	876	832	2,392
Rolls-Royce	3,087	3,108	3,343	3,328	2,860
Talbot*	117,439	125,314	102,977	196,456	169,468
TVR	164	144	308	312	364
Vauxhall	69,932	55,002	58,765	84,032	93,236
Others	574	623	691	728	767
Total:	954,650	923,744	1,070,452	1,222,936	1,315,694

*Formerly Chrysler UK, until acquired in 1978 by Peugeot SA.

BL is down to little more than 18 percent market share and needs to hit at least 20 percent for any prospect of recovery.

BL has swallowed millions in public funds, though it is very much fitter and leaner since Sir Michael Edwards, the firm's outgoing chairman, performed major surgery on it. The group's declared aim of breaking even by next year looks more optimistic as the year goes by, but that is as much a reflection on the market place as on BL itself. Other automakers will be hard pressed, too.

Yet more taxpayers' money appears to have been fruitlessly lost in the troubled Northern Ireland province. Receivers were called in to DeLorean, which made stainless steel sports cars, mainly for the U.S. market. The company failed largely because of the U.S. sales recession, and it is not yet clear whether the Belfast plant will ever make cars again.

Another factor causing all makers concern is the substantial growth in private imports. The traffic has been hastened by the high retail prices in Britain and much lower prices in Belgium and

the Netherlands. It was partly in response to this trend that Ford cut its prices earlier this year.

Other makers pooh-poohed the idea of doing the same. They have done so, of course, simply because of Ford's marketing muscle and the disorderly state of the market.

What sales growth there has been was generated by the lifting of all controls on loans (previously one-third deposit and the remainder repayable within two years). Given high interest rates, buying a car became a daunting prospect.

But the change in legislation and easing of interest rates led to a record August high of 302,000 car sales. It was sufficient to lift annual sales above the previous year's equivalent total, whereas they had been running in arrears.

It caused manufacturers to raise their year-end expectations on sales, if not on revenues.

Meanwhile, the motor industry is lobbying hard for the abolition of the special car tax. But many top auto industry executives believe it is too valuable an income for the exchequer and abolition is an impossible dream.

— RICHARD FEAST

Fiat's Turnaround In Sales Brightens The European Scene

By Sari Gilbert

A GREEMENT is hard to come by in Italy, but at present there is an undisputed consensus that a turnaround at Fiat, the giant Italian automobile maker, is the biggest success story around, all the more so since it has taken place against a background of general recession in the Western European car market.

After several years of losses, brought on by management errors, trade union troubles and a decline in product quality that has led some English-speaking wits to claim Fiat stands for "fix it again, Tony," the world's eighth largest car manufacturer is once again riding high.

The company is back in the black with admittedly small net profits but rising from 31 billion lire in 1980 to 97 billion in 1981, and recent months have provided a plethora of encouraging signs, like a 21 percent increase in sales in 1981 and a 6 percent rise in exports.

Investments have increased significantly and productivity, which for a time had sunk far below Japanese and European standards, recently climbed 20 percent to respectable levels.

Most importantly, Fiat has regained its place as Western Europe's No. 1 car salesman. In the first seven months of this year, Fiat's share of the European market rose to 13.9 percent, compared to 13.7 percent in the same period of 1981.

True, this is a far cry from the golden days of the 1960s when 18 out of every 100 cars sold in Europe were Fiat. But it is a decided improvement from 1979 when the Fiat share had sunk back to only 11 percent.

Home Market Gains

In Italy itself recent performance is also inspiring. In a market that is contracting, although less severely than elsewhere on the Continent, Italian car manufacturers managed to capture 63.1 percent of the local market between January and June, up from 60.9 percent a year earlier.

And of this, 51.9 percent was won by Fiat's aggressive sales policy and restrained pricing. Indeed, of the 10 most popular cars in Italy, the top four, the 127, the Ritmo or Strada, the Panda and the 131 are Fiats, and two of the other six,

the Autobianchi A-112 and the Lancia Delta, also belong to the Fiat stable. July was an unprecedented boom month, with Fiat's share of the market at 55.3 percent, equal to 62,770 cars.

All this has understandably led to a certain amount of optimism. Gianni Agnelli, chairman of the Turin-based conglomerate of 480 companies in 60 countries, admits that recovery is not total and has predicted that 1982 would be a difficult year, but he recently appeared sanguine about Fiat's prospects.

"The difficulties of the future do not find us unprepared," he told shareholders at the annual meeting this summer.

"Fiat emerges strengthened from the trials of the past: more solid financially, more innovative in its products, more aggressive in commercial penetration."

Changes Paying Off

The fact is that in the aftermath of the 1973 oil crisis, a series of changes in production, management, design and labor policy appear to be paying off. In the latter field, the high point of the company's last ditch attack on falling productivity and soaring absenteeism came in the fall of 1980 when the company withstood a seven-week strike that collapsed, when 40,000 mid-level employees took to the streets in an unprecedented bid to return to work.

By withstanding the strike, Fiat won the right to lay off 23,000 excess auto workers and as part of a broader plan to reduce total employees and keep stock levels to a minimum, thousands of other workers are being kept on a rotating short-time schedule. The company's aggressive labor policy has also had the effect of sharply reducing absenteeism, with the result that productivity has risen sharply.

Changes in management and production methods have also had far-reaching effects.

In the late-1970s the company was reorganized into a holding company heading 11 subsidiaries and in 1980 new men like Cesare Romiti, managing director, Francesco Paolo Mattioli, general manager, and Vittorio Ghidella, auto chief, were moved into the top slots, bringing about a division between ownership and management long desired by Mr. Agnelli.

Sweden Stable, but Remains Vulnerable to Hazards of Export Market

FTER FIGHTING for its life during most of the 1970s, the Swedish auto industry seems to have entered a more stable period. The underlying weaknesses remain and the ultimate survival of Volvo and Saab may depend on the extent to which they can benefit from alliances with other manufacturers.

The Swedes carved their niche in a world car market by designing vehicles that would survive hard Scandinavian winters, and they introduced important safety features years before their rivals. The cars have sold well in North America, still the principal export market, and also in Britain, where motorists tend to appreciate

the solid, if unspectacular, virtues that Volvo and Saab can offer.

But Sweden's population of only eight million is too small a home market to guarantee a firm base and this means that the car industry is forced to sell about 70 percent of its output abroad. This makes Volvo and Saab particularly vulnerable to sudden currency changes and the other hazards of selling overseas.

Both companies, too, are hampered by their size. Even counting Volvo's Dutch operation, they can muster a combined capacity of only half a million units. This is not nearly enough to reap the economies of scale, in design and manufacture, that are avail-

able to a Renault or a Volkswagen.

Nor can Saab and Volvo afford to change their models as often as they would like. Both the Saab 99/900 and the big Volvo go back to the 1960s, though the latter will gradually be phased out in favor of the 7 series launched earlier this year.

A total of 258,000 cars was produced in Sweden last year, an improvement on the 235,000 of the previous year but still well below the 317,000 made in 1976. Volvo managed to increase its output by 22,000 to 192,000 and had a good year in the United States, but Saab production, at 66,000, was the same as in 1980 and meant that the

company was again operating at only two-thirds of capacity.

Without the resources to devote to frequent model changes, Saab has had to make the best of an old design. The stretch of the 99 into the 900 was a useful holding operation, but even the 900 is several years old.

Where Saab has scored is in being the first manufacturer to grasp the opportunity of turbocharging as a means of increasing performance without a proportionate penalty in fuel consumption. The 900 turbo has accounted for up to one third of all Saabs sold and almost every manufacturer, big and small, has paid Saab the

compliment of following it along the turbo path.

For those who have perceived the traditional large Volvo as a somewhat tank-like vehicle, the 760 will come as a pleasant surprise.

Lower, wider and slightly shorter than the 264, it has a distinctive wedge shape with sloping hood and sharply angled windshield. The near-vertical angle of the rear window with the trunk is an unusual piece of styling, which helps the aerodynamics of the car.

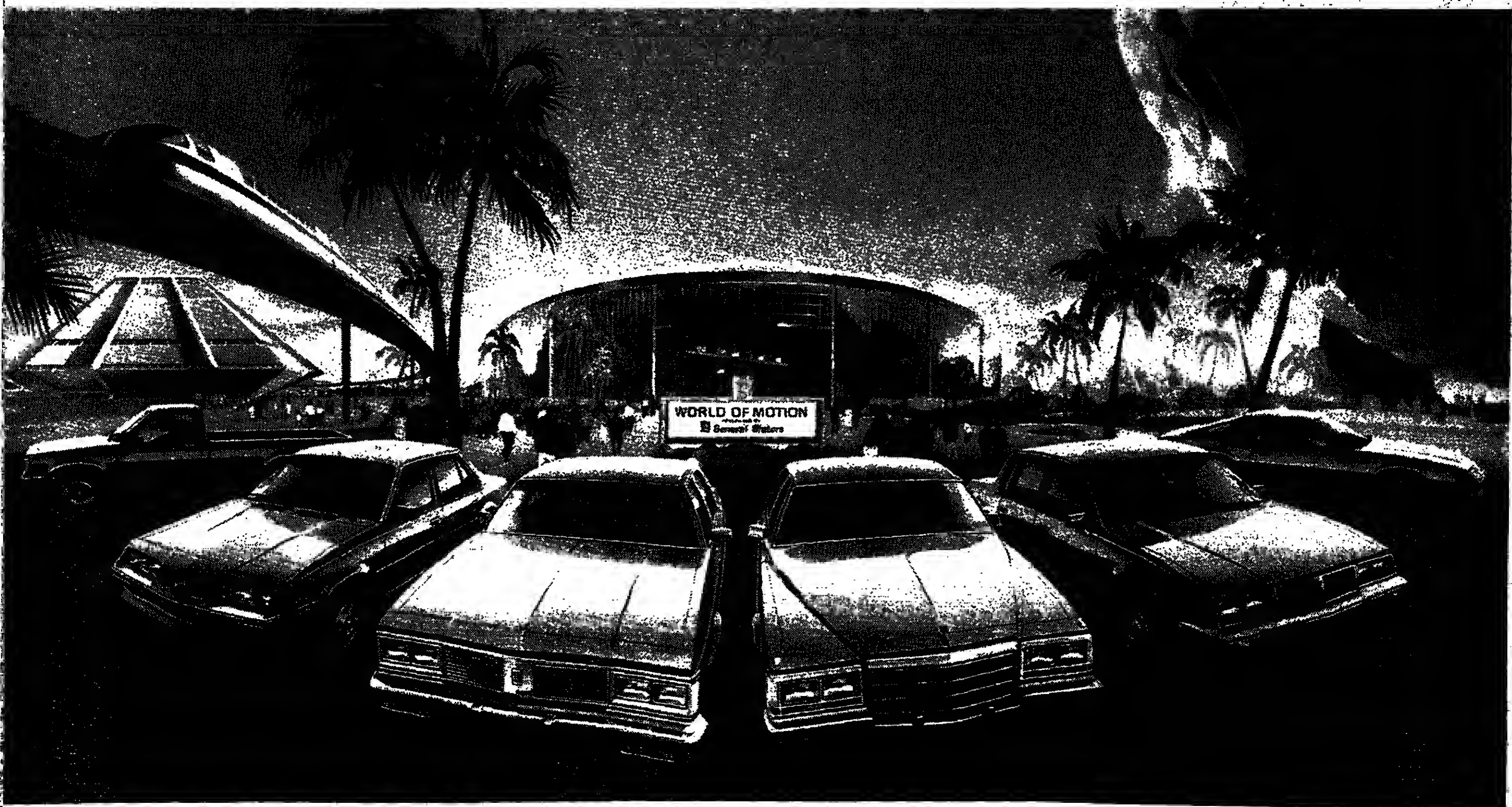
The turbocharged diesel version, using a six cylinder Volkswagen unit, is as smooth and quiet as any diesel on the market, beats nearly

all of them on performance and returns excellent fuel economy.

The 760 arrives, however, at a time when sales of large cars have been falling away alarmingly and however good it is, Volvo may not reap the full reward from it. That is why its second model line, the 300 Series built in the Netherlands, may assume greater importance.

Taking over the former DAF car operation has proved a mixed blessing. There were serious teething troubles with the car and it ran up such losses that the Dutch government was forced to step in and increase its stake from 45 percent to 70 percent.

— PETER WAYMARK



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BUSINESS / FINANCE

THURSDAY, SEPTEMBER 30, 1982

WALL STREET WATCH

By EDWARD ROHRBACH

Making Big Money in Stocks: A Science or an Artful Craft?

What does it take to make big money on the stock market? Timing? Luck? Inside information? Try "artistry." That is the formula Harold B. Ehrlich sees as the edge really successful investors have over the herd.

Mr. Ehrlich is chairman of Bernstein-Macaulay, a subsidiary of Shearson/American Express. An interest-rate specialist, he directs management of \$9 billion, mostly in money market funds. Mr. Ehrlich, also an economist, is a former securities analyst and brokerage house research director.

"Because of all the numbers, the technical data, people think it's a science," he said. "But you have to get a handle on it — a Picasso was first a great craftsman. But beyond, where not many are gifted enough to venture, the rewards of Wall Street are for the highly intuitive, the highly artistic."

As for the "numbers," Mr. Ehrlich believes the U.S. economy is in the opening stages of a recovery. Nothing spectacular — a rebound by the fourth quarter of 3½ percent, only half of what the gross national product grew coming out of the last recession in 1975.

Three main elements, he said, are sparking the upturn: 1) The government's "pioneering" money into defense spending, which will spill over into the rest of the economy; 2) the easing by the Federal Reserve of the money supply, and 3) the impact of consumer spending, especially since inventories are so low ("Americans lucky enough to be employed are relatively flush," he said).

"The economy drives the money supply, not the reverse," he asserted. "Therefore, the money supply will grow."

But the psychological effect of this, Mr. Ehrlich added, will be renewed inflationary fears and concern that the Fed will tighten the screws.

"Good news will be bad news. Interest rates, which have stopped going down, may well bob up again soon and put a cap on the stock market advance."

In December, however, Mr. Ehrlich thinks perception of the U.S. economy will be much cheerier than now. "By Christmas it could well be a rosy picture, with inflation down to no more than 5 percent on an annualized basis and up-ticks appearing in corporate profit projections.

But as the economy gains momentum into the new year, he predicts "ideologies" in the Reagan administration and Federal Reserve will focus on the specter of renewed inflation. "No doubt about it," there will be a tax increase in the first half of 1983, while the Fed moves to restrain the money supply, he said.

"Therefore, I'm very concerned about another recession in the second half of 1983."

Keller's Gloom on Car Sales

For the moment, no one argues with the view that the U.S. economy is still spluttering down the stretch like an old chugger. And Peine Weber's Maynard Keller, the Cadillac of automotive industry analysts, has scaled back his estimate for 1982 U.S. new-car sales.

"It might be as low as 7.7 million," he said. That would be the lowest level since 1958 and compares with 8.5 million cars sold last year. Most analysts still see 1982 sales around 8 million.

Ms. Keller, attending the Paris auto show, wants a look at new models being introduced by General Motors and Ford — the "Coras" and "Sieras," respectively.

GM, put on her abbreviated buy list last May, remains the analyst's No. 1 pick. Praising its "financial and product flexibility," she also likes GM's change in philosophy, which has backed away from the what she called the arrogant assumption that "people would pay anything to own their cars." GM's effort to reach agreement with Toyota for using its small-car expertise is an example of the proud automaker's climb-down, she said.

Subaru of America is her only other recommendation. She has touted the stock for nearly three years, while it has sped from \$8 to over \$40 in over-the-counter trading. Subaru's earnings, she forecasts, will spur to \$8 a share in 1983, up from about \$6.80 this year and \$4.36 in 1981.

Ms. Keller also follows auto parts manufacturers. Her pick is Federal-Mogul, because it is undervalued and has "very bright long-term growth prospects."

Her latest 1982 earnings forecasts: GM between \$3 and \$3.50 a share; both Ford and American Motors losing as much as \$3 a share (though she thinks AMC could earn \$1 a share in 1983); for Chrysler she predicts \$4 in 1982, with all but 70 cents of this coming from extraordinary income. Nimble traders could probably make money on these last two, she said, buying on higher profit expectations, then selling into rallies as the better results are actually reported.

Merrill's Picks for Growth

Merrill Lynch's newly published "emerging growth" stock list features 28 small, dynamic companies rated buys for both short- and long-term. They are Amstar Brothers, Atlas Van Lines, Bowne, Commercial Alliance, Community Psychiatric, Computone Systems, Fantasy, Feltner, FlightSafety International, Harpco Group, Hipotronics, HON Industries, HMT Manufacturing and Impell.

Also HUNT International, International Aluminum, Kelly Services, Kinlercare Learning Centers, Lawson Products, L. Luria & Son, Herman Miller, Olsen, SOCA Industries, Sensoromatic Electronics, Stewart Information Services, Sysco, Towle Manufacturing, Triangle Pacific and Volt Information Services.

Value Line's highlighted stock this week is Mary Kay Cosmetics. A direct selling (door-to-door) company, it sports a high price/earnings ratio but profits are projected up 40 percent this year.

International Herald Tribune

France's Top Automakers Are Undeterred by Losses

By Axel Krause

International Herald Tribune

PARIS — France's two largest automakers — one nationalized, the other privately owned — are showing they do have some things in common: red ink, labor troubles and future expansion strategies.

The nature of our ownership doesn't seem to be playing that much of a role in the present, turbulent state of the industry," an executive of one of the companies said Wednesday.

"Things are rough for both of us," he added. The executive made his comment following announcements by state-owned Renault and Peugeot, a private company, that they expected to report substantial losses for 1982.

Addressing newsmen at the Paris auto show, which will be opened Thursday by President François Mitterrand, company executives also reported rising sales for their companies and said they were pursuing expansion programs, amid soaring operating costs.

Bernard Hanon, Renault's president, said he was "guardedly optimistic" about his company's future performance and about the sales outlook for the West European automobile market. Total European car sales will rise to 9.9 million units this year and to a somewhat higher level in 1983, Mr. Hanon said.

Renault's worldwide sales in 1982 will increase to a record 2 million units, compared to 1.8 million in 1981, which means that the company this year may surpass the sales volume of Volkswagen, Europe's leading automaker, Renault executives said.

Although he declined to provide figures, Mr. Hanon said that Renault's losses this year stem primarily from costs of starting up new plants, wage bills, and a substantial investment program.

In 1983, the company plans to invest 8.5 billion francs (\$1.18 billion), a slight increase over this year's investment level, Mr. Hanon said.

In May, Renault reported that it lost 675 million francs during 1981 after having a profit of 638 million francs in 1980.

Company officials said that a monthlong strike last spring at Renault's assembly plant at Flins, outside Paris, would also contribute to the loss. Some industry reports said production of R-5 and R-18 models was down by a total of 30,000 due to the strike.

Outlining Renault's strategy, Mr. Hanon cited development of electronics, automation, use of new materials and continued emphasis on development of diesel and turbo engines. He said the company's aim was to launch one new car model each year, but he emphasized that the market will determine the design of future models.

Gesturing behind him toward a model of a new, experimental car known as the Vesta, Mr. Hanon said that "aerodynamics and materials will play an important role in future models."

Company officials said that the Vesta, which is being financed 50-50 by Renault and the French government, is a prototype car for the 1990s, aimed at consuming an average of three

(Continued on Page 15, Col. 2)

Ford Ordered to Ease Right-Hand Ban

LUXEMBOURG — The European Court of Justice ordered Ford on Wednesday to ease its ban in West Germany on the sale of right-hand-drive cars destined for Britain.

Responding to an appeal by Ford against a challenge to its sales restrictions from the European Commission, the court told Ford in an interim ruling to resume sales in West Germany within specified limits.

Ford had complained that an end to the restrictions could cause it serious damage. Britain's Institute for Fiscal Studies has estimated that Ford was able to charge a total of £590 million (\$1 billion) more for its cars in Britain than equivalent Belgian prices last year, for example.

The court's interim ruling will be closely scrutinized by other European car companies using similar restrictions to protect higher British car prices.

The court set a basic sales rate of 4,800 cars a year in West Germany. It ordered Ford to give the European Commission monthly statistics of orders and deliveries of right-hand-drive cars in West Germany, starting next month.

The order is pending a final decision on Ford's appeal, which court officials said could take several months.

The court said Ford did not need, for the time being, to sell cars made to British specifications in West Germany, as the European Commission had instructed. Right-hand-drive cars made to West German specifications can, however, be adapted to British requirements relatively inexpensively.

American Can to Buy PennCorp Insurance

GREENWICH, Connecticut — In a further push into financial services, American Can said Wednesday it had agreed in principle to acquire the PennCorp Financial Insurance company for about \$295 million in cash and securities.

The company also said it had established a third-quarter pretax provision of \$250 million to realign and divest some of its operations.

PennCorp had 1981 revenue of \$330 million and earnings from continuing operations of \$23.7 million. American Can had net income last year of \$76.7 million, or \$3.77 a share, on revenue of \$4.8 billion.

American said PennCorp shareholders will receive for each share \$13.75 in stated value of American Can preferred stock or principal amount of American Can notes. It also said it has obtained options to buy for cash newly issued PennCorp shares and PennCorp's outstanding warrants.

American Can said that, if it exercises the options, it will own 30 percent of PennCorp's shares. The transaction, subject to approval by shareholders of both companies and by regulatory authorities, is expected to be completed in the first quarter of 1983, American said.

It said PennCorp, which sells term life insurance, will be operated as a unit of American's Associated Madison Cos. subsidiary as the cornerstone of a new American Can financial services sector. American would more than double the size of its financial services sector.

After-Tax Charge

The company said its decision to divest and realign certain of its assets and operations will result in an after-tax charge of about \$175 million, or \$9.50 a share, which will be partly offset by a gain of about \$1 a share from the sale of American's major paper-related operations to James River Corp. in July.

The changes "will allow us to direct our resources to growth strategies, including acquisitions, in our existing businesses," the company said.

A spokesman for Mr. Peole denied any violation of securities laws and said the lawsuit would be fought vigorously.

(Continued on Page 15, Col. 1)

Regan Sees 3% Growth In 4th Quarter of '82

WASHINGTON — The U.S. economy will grow by 3 to 4 percent in real terms in the final three months of this year, with interest rates declining in a "sawtooth" pattern, Treasury Secretary Donald T. Regan predicted Wednesday.

He also said he hoped that unemployment would peak this month, but be cautioned that it was too soon to tell whether the September rate — to be published Oct. 8 — will prove that to be true. Many experts fear that the rate will pass 10 percent in September.

Despite the belief of many analysts that the economy has not yet begun to recover, Mr. Regan said, "I think we're getting a slow recovery here," principally in the service sectors, such as hotels and restaurants and financial institutions.

He said he would like to see economic growth of 4.5 percent next year, a 4- to 4.5-percent rate of increase in real gross national product would be "mild" compared to previous postwar recoveries, he said.

Mr. Regan said unemployment would fall slowly and that it would take three to five years to achieve "full employment," which according to economists is an unemployment rate of 6 to 6.5 percent.

He said the fiscal 1982 budget deficit would be about \$110 billion and the fiscal 1983 deficit slightly higher than that. Officially, the administration is forecasting a 1982 deficit of \$108.9 billion. Mr. Regan said he hoped that the deficit could be reduced in fiscal 1984, but not through tax increases.

Christmas buying should provide a boost to retail sales in the fourth quarter, and the housing and auto industries should also show some improvement then, he said.

He expressed general satisfaction with recent Federal Reserve policy but declined to comment when asked if the Fed chairman, Paul A. Volcker, should be reappointed when his term expires next summer. Mr. Regan said reappointment was a presidential decision.

Meanwhile, Lacy Hunt, executive vice president and economist for Fidelity Bank in Philadelphia, said Wednesday that concern over unemployment will cause consumers to spend less in the third quarter, contributing to a decline in real economic activity.

N.Y. Stocks Slide On Rate Concerns, Economic Outlook

Compiled by Our Staff From Dispatches

NEW YORK — Prices on the New York Stock Exchange fell sharply Wednesday, reflecting Wall Street worries about interest rate trends and the gloomy economic outlook.

Analysts said the market also came under pressure from President Ronald Reagan's statement at a news conference Tuesday night that unemployment could rise to 10 percent from the current 9.8 percent.

The Dow Jones industrial average slid lower throughout the day to finish at 906.27, down 13.06 points, the largest one-day drop since Feb. 1, when the average plunged 194.1 points. Declines overwhelmed advances by about 11 to 4 and volume totaled 62.5 million shares, compared to 65.9 million Tuesday.

Predictions Mixed

Analysts said that investors were disappointed that other major banks did not reduce their prime rate along with Bankers Trust, which cut its prime rate Tuesday to 13 percent — its lowest point in two years — from an industry-wide level of 13½ percent. The only other bank to match Bankers Trust's action was Mitsui Manufacturers.

Lacy Hunt, economist with Fidelity Bank, said other major banks will probably not lower their prime rates further until money supply growth falls within the Federal Reserve's target range.

Some economists said, however, that other major banks will likely follow Bankers Trust's cut in the prime in coming weeks, though they may not trim the rate immediately.

Leonard Santow, economist at J. Henry Schroder Bank & Trust, said a 12½-percent prime rate is possible by late December, given a weak economy and further easing by the Fed. He said most major banks may delay until the near-term outlook for monetary growth and Fed policy becomes clearer.

Despite above-target money growth, current economic weakness should prevent the Fed from firming policy and the central bank probably will let interest rates drop further when money growth slows, he said.

Maria Ramirez, a Merrill Lynch economist, said a 13-percent prime may become the industry norm in the next few weeks, especially if bank loan demand remains slack.

She said the \$2.7-billion rise in U.S. commercial and industrial loans reported by the Fed on Friday was probably associated with borrowing for the Sept. 15 tax date rather than with a real resurgence of loan demand.

While other banks may soon lower their prime rates to 13 percent, the rate may move back up in the first quarter of 1983 due to increased credit demand in a mildly recovering economy, she said.

"No Encouraging Signs"

Michael Metz of Oppenheimer and Co. said Wednesday, "The market is waiting for some good economic news, and so far there have been no encouraging signs."

Analysts said the market was also under pressure from their quarter earnings, which companies start reporting next week. Results are expected to be very poor generally, and many analysts have lowered corporate earnings estimates for the year.

However, Larry Wachtel of the Bache Group characterized much of the selling in the market as primarily a technical correction following the huge gains of August.

Blue chip and technology stock were particularly hard hit Wednesday. Among the biggest losers, the volume leader, IBM, fell 1½ to 74½. Digital Equipment was down 2½ to 80½. Decore & Co. fell 2½ to 24½. Motorola was off 2½ to 71½ and Honeywell fell 1½ to 80.

Mexico Oil Exports to Rise

MEXICO CITY — Mexico will export an average of 1.5 million barrels a day of crude oil in 1982, 36-percent rise from the 1.1-million average exported last year, communiqué from the state-owned oil company Pemex said Wednesday.

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SEC Accuses 2 Santa Fe Officials

WASHINGTON — The Securities and Exchange Commission said Wednesday that a director of Santa Fe International made \$278,000 in profits by improperly using secret information of a takeover offer.

On Tuesday, the general counsel of a division of Santa Fe was accused in an SEC lawsuit of using inside information before the firm's acquisition by Kuwait National Petroleum to generate \$787,000 in stock market profits for himself, a friend and relatives.

The SEC said Santa Fe director Dennis N. Keaton Jr. agreed to abide by a permanent injunction granted the commission by a federal court Wednesday forcing him to return \$278,750 in profits without admitting or denying the complaint.

The SEC said in court that Mr. Keaton purchased Santa Fe stock through a numbered account at a Swiss bank last year after he learned that the state-owned Kuwaiti oil company was to announce a \$2.5-billion bid for Santa Fe. Such insider trading is prohibited by securities laws.

Soon after the merger announcement, the SEC believes it has traced to inside traders; \$5 million more in illegal profits is frozen in numbered Swiss bank accounts under court order and not yet traced.

Ronald A. Peole, a vice president and general counsel of the Santa Fe Minerals division in Dallas, was accused in an SEC suit Tuesday of securities fraud. Named with him were five other persons. The civil suit, filed in Los Angeles, sought to have the defendants give up their profits. It was the first SEC suit to name a Santa Fe employee as a defendant.

A spokesman for Mr. Peole denied any violation of securities laws and said the lawsuit would be fought vigorously.

\$87-Million Satellite Launched by Intelsat

CAPE CANAVERAL, Florida — An \$87-million communications satellite capable of carrying 14,000 telephone calls and two television channels was launched Tuesday by Intelsat, the International Telecommunications Satellite Organization.

Thirty of the satellite's circuits have been leased by the International Maritime Satellite Organization, a 37-nation maritime group based in London.

CURRENCY RATES

Interbank exchange rates for Sept. 29, excluding bank service charges.

	\$	£	D.M.	S.F.	Y.F.	Y.F.	S.F.	S.F.	D.M.
London (a)	2.260	4.490	199.51	36.24	1.190	—	5.636	127.44	31.23
Frankfurt (a)	49.84	83.26	19.242	4.977	3.255	77.26	—	22.635	5.85
Paris (a)	2.260	4.490	199.51	36.24	1.190	—	5.636	127.44	31.23
Japan (a)	1.491	241.39	242.75	199.23	—	51.24	30.9	85.75	146.85
New York	7.13	12.11	281.55	—	5.0145	207.95	14.551	209.17	96.75
Swiss	2.1672	3.6754	85.885	36.24	1.1925	78.37	4.499	—	34.54
SEU	0.927	6.547	2.532	6.643	1.26473	2.796	45.817	2.988	8.826
SEU	1.679	6.5197	2.714	6.649	1.26484	2.794	45.799	2.979	8.811

	Per U.S.	Per U.S.	Per U.S.	Per U.S.	Per U.S.	Per U.S.	Per U.S.	Per U.S.	Per U.S.
100	1.352	0.004	1.000	1.000	1.000	1.000	1.000	1.000	1.000
100	1.352	0.004	1.000	1.000	1.000	1.000	1.000	1.000	1.000
100	1.352	0.004	1.000	1.000	1.000	1.000	1.000	1.000	1.000
100	1.352	0.004	1.000	1.000	1.000	1.000	1.000	1.000	1.000
100	1.352	0.004	1.000	1.000	1.000	1.000	1.000	1.000	1.000
100	1.352	0.004	1.000	1.000	1.000	1.000	1.000	1.000	1.000
100	1.352	0.004	1.000	1.000	1.000	1.000	1.000	1.000	1.000
100	1.352	0.004	1.000	1.000	1.000	1.000	1.000	1.000	1.000
100	1.352	0.004	1.000	1.000	1.000	1.000	1.000	1.000	1.000
100	1.352	0.004	1.000	1.000	1.000	1.000	1.000	1.000	1.000

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NYSE Index

High	Low	Cost
70.43	69.62	0.81
79.95	79.06	0.89
60.45	60.25	0.20
40.45	40.41	0.04

NYSE Most Active

549,800
544,800
523,700
522,100
513,800
485,600
472,500
465,100
456,400
456,100

Tables include the nationwide prices up to the closing on Wall Street.

12 Month	High	Low	Stock	Div.	Yld.	P/E	52	High	Low	Close	Chg.
High	Low						Week	Low	High	Price	Change
18%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
17%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
16%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
15%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
14%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
13%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
12%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
11%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
10%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
9%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
8%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
7%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
6%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
5%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
4%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
3%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
2%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
1%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
0%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
1%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
2%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
3%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
4%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
5%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
6%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
7%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
8%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
9%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
10%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
11%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
12%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
13%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
14%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
15%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
16%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
17%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12
18%	11%	DuPont	100	1.20	12.1	12	12	12	12	12	12

[illegible][illegible][illegible]

(Continued on Page 16)

United Press International

"Such flagrant predatory financing cannot be anything but injurious to our domestic industry," he said.

The commission found Sept. 22 that the U.S. industry was not materially injured by the Brazilian imports.

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BUSINESS BRIEFS

Caterpillar Sees Losses, Slack Sales

PEORIA, Illinois — Caterpillar Tractor expects a third-quarter loss before taxes of about \$120 million to \$140 million, and even greater fourth-quarter losses, it said Wednesday. The company said its overall 1982 sales will be about 30 percent below those of 1981.

Caterpillar said sales for the third quarter would be lower than for the second quarter, despite \$300 million of shipments to dealers made under various inventory plans. The company posted sales of \$1.85 billion in the second quarter.

Caterpillar said more than two-thirds of the third-quarter loss is expected to be offset by tax credits and negative income taxes and added that similar breaks would partially offset its fourth-quarter loss.

It said production schedules and the number of salaried employees will be further reduced. Its capital expenditures for 1983 will be about \$300 million, or \$175 million less than earlier projected.

Buhrle Sees No Profit Improvement
ZURICH — Oerlikon Buhrle Holding said Wednesday that consolidated profit is unlikely to improve this year, but group sales should rise to 4.1 billion Swiss francs (\$1.88 billion) from last year's 3.99 billion.

Group net profit fell to 24 million Swiss francs last year from 195.9 million in 1980, and the board decided to cut the dividend to 10 percent from 15 percent. Group sales in the first eight months of 1982 were slightly higher than in the same 1981 period, the company said in a letter to shareholders.

Order volume for smaller anti-aircraft weapon systems is reaching remarkable proportions in the military weapons division, Buhrle said. But sales in the machines division will probably decline 20 percent from last year, it said. The company said the automotive division continues to profit from good sales of the Pilatus Aircraft, and the Bally Shoe division is also expected to show a substantial improvement in earnings.

Ericsson Seeks to Buy Part of Facit
STOCKHOLM — L.M. Ericsson, the big Swedish telecommunications company, is negotiating with Electrolux, a Swedish maker of home appliances, to buy its Facit electronics subsidiary, Ericsson said Wednesday. The transfer, which will not include Facit's North American operations, is planned for Jan. 1.

Facit, which was taken over by Electrolux in 1973, produces data systems, microcomputers and other electronic products. Its turnover last year was 1.3 billion Swedish crowns (\$206 million). Ericsson gave no financial details of the transfer.

Electrolux Halts Talks With AEG
STOCKHOLM — Electrolux, the Swedish appliance maker, has broken off talks with AEG-Telefunken on managing AEG's household appliances division after determining that AEG's financial situation was "more complicated than anyone could have foreseen."

Electrolux said earlier this month that it was considering taking over the management of a portion of the AEG household appliances division, not including the subsidiaries Neff Werke, Zanker and Küpperbusch. The German electrical group declared itself insolvent in August and is attempting to restructure its operations.

Toyota, UMW-Malaysia Form Venture
TOYOTA, Japan — Toyota Motor and United Motor Works (Malaysia) Holdings have signed an agreement to establish a joint venture company in Malaysia, to be called UMW-Toyota Holdings, to assemble Toyota-designed small cars for sale in Malaysia.

Toyota will own 15 percent of the joint company and UMW 85 percent, with the remaining 33 percent shared by undisclosed government-controlled financial institutions in Malaysia, it said. The company will be capitalized at 50 million Malaysian dollars (\$21.2 million).

Toyota said the new enterprise will purchase four local companies including Borneo Motor, an affiliate of Incheong Malaysia (Holdings), which now assembles Toyota cars, to take over the business. Industry sources said the new company will produce about 23,000 cars a year in a plant in Shah Alam, the capital of Selangor state.

MIM to Buy Part of 2 German Units
FRANKFURT — Metallgesellschaft said Wednesday that it has agreed to sell 50 percent of its Ruhr-Zink subsidiary to MIM Holdings, the Australian mining concern. MIM will also buy 33.3 percent of Rheinmetall, which is two-thirds owned by Metallgesellschaft's Vereinigte Deutsche Metallwerke subsidiary and one-third owned by Grillo Werke.

As part of a cooperation plan, MIM will provide Metallgesellschaft with 60,000 metric tons of zinc concentrates per year, a figure that will rise to 100,000 tons a year in 1985. Metallgesellschaft said the Ruhr-Zink plant has been affected by the structural crisis depressing the European zinc industry and an agreement to secure zinc concentrate supplies was essential.

A Metallgesellschaft spokesman declined to comment on the price being paid by MIM, but industry sources placed it at less than \$30 million. Ruhr-Zink has a nominal capital of 37 million Deutsche marks (\$14.5 million), while Rheinmetall has nominal capital of 12 million DM.

Compiled From Agency Dispatches

Fed Ties Strings to Citicorp Takeover

By Robert A. Bennett
New York Times Service

NEW YORK — The Federal Reserve Board, in opening the California savings and loan market to New York-based Citicorp, has justified the move on the view that it would benefit competition in a period of weakness among the nation's thrift institutions.

The action Tuesday allowed Citicorp of New York, the parent company of the second largest U.S. bank, to acquire the Fidelity Savings and Loan Association of California. Immediately after receiving approval, Citicorp signed the necessary papers to complete the acquisition. For the first time, a New York bank will be able to collect consumer deposits in California.

The action culminated years of intense lobbying efforts by Citicorp to get a foothold in California's lush deposit market. In contrast to New York, where the banking industry has been growing slower than in most other states, California's banking market has been booming.

For that reason, many New York banks — especially Citicorp — have been trying to get into the California market. But they have been stymied by federal laws that prohibit banks from accepting domestic deposits outside their own states.

Only because Fidelity had failed to do the federal authorities allowed it to be taken over by Citicorp. The Fidelity was closed by the California authorities last April 13. Since then, Fidelity was run as a receivership of the Federal Savings and Loan Insurance Corp.

The acquisition was permitted in the face of bitter opposition from most California banks and savings institutions. Fidelity, with \$2.9 billion in as-

sets, has 80 deposit-taking branches throughout the state.

Approval from the Federal Reserve was the last step in Citicorp's campaign. Earlier, it had gained approval from the FSLIC, which insures deposits in savings and loan associations, and from the Federal Home Loan Bank Board, which regulates savings and loan associations.

Citicorp won approval because, in bidding for Fidelity against California institutions, it asked for less financial support from the FSLIC than other bidders did.

The FSLIC estimated that its cost of rescuing Fidelity's depositors would be \$143 million less under the Citicorp offer than it would have been if the next higher bid were accepted. Even so, the agency expects its cost to be \$165 million over 12 years if interest rates remain at high levels.

In addition, Citicorp agreed to invest about \$80 million of capital in Fidelity to keep its net worth equivalent to at least 3 percent of its total liabilities.

In approving Citicorp's application, however, the Federal Reserve set conditions intended to assure that Fidelity would continue to operate as if it were a locally owned California institution.

In its letter of approval, the Federal Reserve listed seven conditions to restrict what Citicorp could do with Fidelity.

Fidelity's primary purpose, for example, will still have to be to provide "residential housing credit." The Fed also said Citicorp must divest itself of certain of Fidelity's real estate development activities in which bank holding companies are not allowed to engage.

In addition, although the Federal Home Loan Bank Board has allowed savings and loan associations to operate across state lines, the Federal Reserve has barred Fidelity from such activity.

The Federal Reserve also directed Citicorp not to link any of Fidelity's functions with those of any other Citicorp subsidiaries.

Responding to the Federal Reserve's decision, Linda Tsao Yang, California's commissioner of savings and loans, reiterated her opposition to the Citicorp acquisition. She said in an interview that Congress had made clear its preference for intrastate mergers and that the recent drop in interest rates had made it more likely that a California thrift institution could operate Fidelity successfully.

American Airlines Agrees to Lease 20 Jets From McDonnell Douglas

Compiled by Our Staff From Dispatches

NEW YORK — In an unusual transaction, American Airlines has agreed to lease 20 twin-jet Super 80 aircraft beginning in May. Financial details of the accord with McDonnell Douglas and United Technologies were not disclosed.

But American said the agreement called for it to share its profits with McDonnell if results achieved by the planes were better than expected.

American said in Dallas that, under the agreement, it could return some or all of the planes after five years without penalty, or at any time on payment of a cancellation charge. It said the agreement includes an option under which it may extend the agreement for an additional 13 years. American also has an option to buy the planes.

Donald J. Caray, American's controller, said the airline worked out the leasing arrangement because "we have not been in the position to make a longer-term commitment we would have liked to."

Analysts called the arrangement unprecedented. The fuel-efficient, 140-passenger

planes, which have a maximum range of 2,000 miles (3,200 kilometers), will carry JT8D-217A engines made by United Technologies' Pratt & Whitney division.

Jets Without Loans
Analysts noted that, for American — which, though it is expected to be moderately profitable in 1982, is suffering along with the rest of the airline industry from a slump in traffic — the deal provides the use of fuel-efficient jets without the need for costly loans.

The benefits to McDonnell Douglas are essentially twofold, analysts said. In addition to keeping layoffs down and plants operating at higher levels, the deal will permit McDonnell to maintain a competitive edge over aircraft-makers developing planes of a similar size. Boeing, for instance, is developing a 737-300 aircraft aimed at the same market as the Super 80.

Most of the planes are flown by smaller regional airlines, which tend to be in a better position to buy new equipment. Major trunk carriers generally have not been able to purchase the Super 80 or any other new aircraft.

American was said to have been looking for a plane that it could operate efficiently on short-haul routes into Dallas, which it made its headquarters a few years ago. The airline had reportedly decided to continue using the older, less efficient Boeing 727-100 before the McDonnell deal was arranged.

Venezuelan Presents Debt Conversion Plan

Reuters

NEW YORK — Finance Minister Luis Ugueto of Venezuela presented to bankers Wednesday a plan to convert Venezuelan government agencies' short-term debt into medium-term loans to his country.

He said the plan and other measures were designed to restore confidence in Venezuela among medium-sized banks, which he said tend to view international debt problems as global without distinguishing between countries.

The Venezuelan public sector's total external debt is \$18.5 billion, of which \$8.7 billion falls due within a year. Of state agencies' debt, \$1 billion falls due before the end of this year.

While denying rumors that Venezuela plans to arrange a loan of up to \$800 million, Mr. Ugueto said the government does seek a loan of undetermined size to refinance existing debt as soon as market conditions are suitable.

Mr. Ugueto said Venezuela has felt the pinch of a curtailment of lending in Venezuela among U.S. banks and by European banks, including some major ones. Many

banks have been unwilling to renege one-year credits to Venezuelan agencies as they fall due, he said. In three cases totaling about \$300 million, banks have already been repaid in full, he said.

Elaborating on recent measures taken by the government to restore confidence in Venezuela, he said the country's gold reserves were reduced last week to \$300 million from \$42.2, adding about \$3 billion to foreign reserves.

In addition, this week the government centralized the foreign reserves of all state agencies except the Venezuelan Investment Fund into a pool totaling about \$15 billion. The investment fund's external deposits are about \$2 billion.

"The public external debt of \$18 billion and therefore the Venezuelan state has deposits abroad that are equal to one dollar for every one dollar of its external debt," a government statement said.

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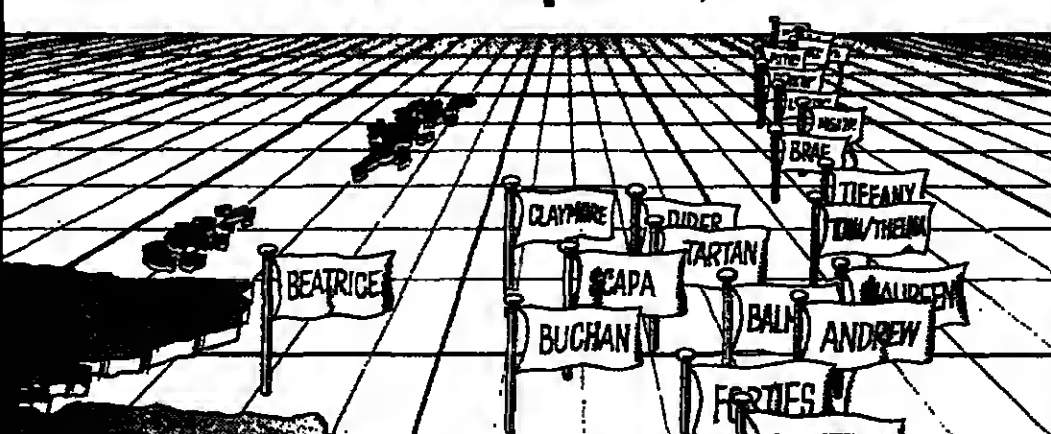
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American Can Renault and Peugeot Undeterred by Losses Acquisition

(Continued from Page 13)

said. It said it intends to expand into other areas of the financial services market "as appropriate opportunities arise."

American Can said it would pay Pennco shareholders a total of about \$264 million in stated value of preferred stock and notes. It said the exercise of the options would cost \$31.4 million cash.

American said holders of up to 25 percent of Pennco's outstanding common would receive shares of a series of convertible preferred. Holders of up to 64 million of Pennco stock, less the number of the shares exchanged for the convertible preferred, would receive shares of a series of nonconvertible preferred. Shares of both preferred series would have one vote per share.

American Can said the convertible preferred would be issued in the ratio of one share per two Pennco common shares and would have a stated value of \$27.50 a share, as well as a cumulative dividend of 75 cents quarterly.

The shares would be convertible into American Can common at a ratio equal to \$27.50 divided by the average market price of American Can common during a period that has not yet been determined.

Rate Not Yet Set

The nonconvertible preferred, on which the dividend rate has not yet been set, would be issued in the ratio of \$13.75 in stated value for each share of Pennco common and would have a stated value of \$100 a share.

American Can said the transaction is intended to be tax-free to Pennco shareholders who exchange their shares for preferred stock.

It said holders of up to 36 percent of Pennco's shares would receive for each share \$13.75 in principal amount of 10-year senior notes or five-year installment notes, issued in \$1,000 multiples. The notes would be issued in minimum principal amounts of \$10,000 and would be non-negotiable. The interest rates will be set later.

American Can said it paid \$3 million to purchase an option to buy a warrant to purchase \$4.8 million Pennco shares, or 20 percent of those that would be outstanding after exercise, from American Financial Corp.

(Continued from Page 13)

liters of gasoline per 100 kilometers (the equivalent of about 80 miles a gallon).

Responding to questions, Mr. Hanon said he was in favor of the government's price-wage freeze and its austerity program in general. He said that, although the program was proving painful for French companies, it was essential in combating inflation — a goal he said he shared.

Commenting on the U.S. market, Mr. Hanon said he believed that Renault and American Motors Corp. would reach their goal of selling 100,000 of their jointly manufactured Alliance cars. That goal will be gradually increased to 400,000 cars.

Mr. Hanon said legislation proposed in the United States to limit foreign parts in cars sold in the U.S. market would not affect Renault. Even if the legislation is passed it will not affect us, because of the high U.S. content, which averages between 60 and 70 percent for the Alliance, he said.

In a separate news conference, Jean Boillot, head of Peugeot's automobile division, said his company would also post a substantial loss in 1982, but he and other executives declined to provide figures.

For 1981, the Peugeot group, including the Citroën division, reported a loss of 2 billion francs after a loss of 1.5 billion francs in 1980.

Company executives and industry sources said Wednesday that the 1982 loss, based on Mr. Boillot's comments, will probably be as high as last year's and possibly higher. Mr. Boillot said the company's wage bill had increased substantially, mainly because of added costs from measures sponsored by the Socialist government.

The measures, Mr. Boillot said, added 5 percent this year to Peugeot's total wage and social-benefits costs, which in 1981 totaled 9 billion francs.

The company has also been hard hit by strikes at its plant at Poissy, near Paris, during early June, Mr. Boillot said. He said July output had been affected substantially, possibly involving a loss of 50,000 cars that might otherwise have been produced.

Through August, Peugeot's auto sales were rising at a rate of 7 to 8 percent, Mr. Boillot said.

"There is still much to do," he said, adding, "We are pursuing our efforts in improving our range of vehicles and further unification of our European network, to consolidate our position" in France and around the world.

As part of a management shuffle announced Tuesday, Mr. Boillot, previously president of the automobile division, was named vice chairman and general manager. His counterpart at Citroën, Jacques Lombard, made a similar switch, emerging with an identical title.

COMPANY REPORTS

Revenue and profits, in millions, are in local currencies unless otherwise indicated.

Italy			
	1982	1981	
1st Half			
Revenue	4,466,592	4,257,400	

United States			
	1982	1981	
2nd Quarter			
Revenue	1,065	1,721	
Profits	1.0	1.0	
Per Share	0.21	—	

Great Atlantic & Pacific Tea			
	1982	1981	
1st Half			
Revenue	2,225	2,425	
Profits	14.3	—	
Per Share	0.31	—	

Weekly net asset value

Tokyo Pacific Holdings N.V.

on September 27, 1982: U.S. \$66.19.

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Wednesday's NYSE Closing Prices

Tables include the nationwide prices up to the closing on Wall Street.

12 Month	High	Low	Stock	Div.	Yld.	P/E	High	Low	Close	Change
30	14	13	30	1.00	3.5	10.0	14.00	13.00	13.50	+0.50
31	15	14	31	1.00	3.5	10.0	15.00	14.00	14.50	+0.50
32	16	15	32	1.00	3.5	10.0	16.00	15.00	15.50	+0.50
33	17	16	33	1.00	3.5	10.0	17.00	16.00	16.50	+0.50
34	18	17	34	1.00	3.5	10.0	18.00	17.00	17.50	+0.50
35	19	18	35	1.00	3.5	10.0	19.00	18.00	18.50	+0.50
36	20	19	36	1.00	3.5	10.0	20.00	19.00	19.50	+0.50
37	21	20	37	1.00	3.5	10.0	21.00	20.00	20.50	+0.50
38	22	21	38	1.00	3.5	10.0	22.00	21.00	21.50	+0.50
39	23	22	39	1.00	3.5	10.0	23.00	22.00	22.50	+0.50
40	24	23	40	1.00	3.5	10.0	24.00	23.00	23.50	+0.50
41	25	24	41	1.00	3.5	10.0	25.00	24.00	24.50	+0.50
42	26	25	42	1.00	3.5	10.0	26.00	25.00	25.50	+0.50
43	27	26	43	1.00	3.5	10.0	27.00	26.00	26.50	+0.50
44	28	27	44	1.00	3.5	10.0	28.00	27.00	27.50	+0.50
45	29	28	45	1.00	3.5	10.0	29.00	28.00	28.50	+0.50
46	30	29	46	1.00	3.5	10.0	30.00	29.00	29.50	+0.50
47	31	30	47	1.00	3.5	10.0	31.00	30.00	30.50	+0.50
48	32	31	48	1.00	3.5	10.0	32.00	31.00	31.50	+0.50
49	33	32	49	1.00	3.5	10.0	33.00	32.00	32.50	+0.50
50	34	33	50	1.00	3.5	10.0	34.00	33.00	33.50	+0.50
51	35	34	51	1.00	3.5	10.0	35.00	34.00	34.50	+0.50
52	36	35	52	1.00	3.5	10.0	36.00	35.00	35.50	+0.50
53	37	36	53	1.00	3.5	10.0	37.00	36.00	36.50	+0.50
54	38	37	54	1.00	3.5	10.0	38.00	37.00	37.50	+0.50
55	39	38	55	1.00	3.5	10.0	39.00	38.00	38.50	+0.50
56	40	39	56	1.00	3.5	10.0	40.00	39.00	39.50	+0.50
57	41	40	57	1.00	3.5	10.0	41.00	40.00	40.50	+0.50
58	42	41	58	1.00	3.5	10.0	42.00	41.00	41.50	+0.50
59	43	42	59	1.00	3.5	10.0	43.00	42.00	42.50	+0.50
60	44	43	60	1.00	3.5	10.0	44.00	43.00	43.50	+0.50
61	45	44	61	1.00	3.5	10.0	45.00	44.00	44.50	+0.50
62	46	45	62	1.00	3.5	10.0	46.00	45.00	45.50	+0.50
63	47	46	63	1.00	3.5	10.0	47.00	46.00	46.50	+0.50
64	48	47	64	1.00	3.5	10.0	48.00	47.00	47.50	+0.50
65	49	48	65	1.00	3.5	10.0	49.00	48.00	48.50	+0.50
66	50	49	66	1.00	3.5	10.0	50.00	49.00	49.50	+0.50
67	51	50	67	1.00	3.5	10.0	51.00	50.00	50.50	+0.50
68	52	51	68	1.00	3.5	10.0	52.00	51.00	51.50	+0.50
69	53	52	69	1.00	3.5	10.0	53.00	52.00	52.50	+0.50
70	54	53	70	1.00	3.5	10.0	54.00	53.00	53.50	+0.50
71	55	54	71	1.00	3.5	10.0	55.00	54.00	54.50	+0.50
72	56	55	72	1.00	3.5	10.0	56.00	55.00	55.50	+0.50
73	57	56	73	1.00	3.5	10.0	57.00	56.00	56.50	+0.50
74	58	57	74	1.00	3.5	10.0	58.00	57.00	57.50	+0.50
75	59	58	75	1.00	3.5	10.0	59.00	58.00	58.50	+0.50
76	60	59	76	1.00	3.5	10.0	60.00	59.00	59.50	+0.50
77	61	60	77	1.00	3.5	10.0	61.00	60.00	60.50	+0.50
78	62	61	78	1.00	3.5	10.0	62.00	61.00	61.50	+0.50
79	63	62	79	1.00	3.5	10.0	63.00	62.00	62.50	+0.50
80	64	63	80	1.00	3.5	10.0	64.00	63.00	63.50	+0.50
81	65	64	81	1.00	3.5	10.0	65.00	64.00	64.50	+0.50
82	66	65	82	1.00	3.5	10.0	66.00	65.00	65.50	+0.50
83	67	66	83	1.00	3.5	10.0	67.00	66.00	66.50	+0.50
84	68	67	84	1.00	3.5	10.0	68.00	67.00	67.50	+0.50
85	69	68	85	1.00	3.5	10.0	69.00	68.00	68.50	+0.50
86	70	69	86	1.00	3.5	10.0	70.00	69.00	69.50	+0.50
87	71	70	87	1.00	3.5	10.0	71.00	70.00	70.50	+0.50
88	72	71	88	1.00	3.5	10.0	72.00	71.00	71.50	+0.50
89	73	72	89	1.00	3.5	10.0	73.00	72.00	72.50	+0.50
90	74	73	90	1.00	3.5	10.0	74.00	73.00	73.50	+0.50
91	75	74	91	1.00	3.5	10.0	75.00	74.00	74.50	+0.50
92	76	75	92	1.00	3.5	10.0	76.00	75.00	75.50	+0.50
93	77	76	93	1.00	3.5	10.0	77.00	76.00	76.50	+0.50
94	78	77	94	1.00	3.5	10.0	78.00	77.00	77.50	+0.50
95	79	78	95	1.00	3.5	10.0	79.00	78.00	78.50	+0.50
96	80	79	96	1.00	3.5	10.0	80.00	79.00	79.50	+0.50
97	81	80	97	1.00	3.5	10.0	81.00	80.00	80.50	+0.50
98	82	81	98	1.00	3.5	10.0	82.00	81.00	81.50	+0.50
99	83	82	99	1.00	3.5	10.0	83.00	82.00	82.50	+0.50
100	84	83	100	1.00	3.5	10.0	84.00	83.00	83.50	+0.50

Wednesday's AMEX Closing Prices

Tables include the nationwide prices up to the closing on Wall Street.

12 Month	High	Low	Stock	Div.	Yld.	P/E	High	Low	Close	Change
101	85	84	101	1.00	3.5	10.0	85.00	84.00	84.50	+0.50
102	86	85	102	1.00	3.5	10.0	86.00	85.00	85.50	+0.50
103	87	86	103	1.00	3.5	10.0	87.00	86.00	86.50	+0.50
104	88	87	104	1.00	3.5	10.0	88.00	87.00	87.50	+0.50
105	89	88	105	1.00	3.5	10.0	89.00	88.00	88.50	+0.50
106	90	89	106	1.00	3.5	10.0	90.00	89.00	89.50	+0.50
107	91	90	107	1.00	3.5	10.0	91.00	90.00	90.50	+0.50
108	92	91	108	1.00	3.5	10.0	92.00	91.00	91.50	+0.50
109	93	92	109	1.00	3.5	10.0	93.00	92.00	92.50	+0.50
110	94	93	110	1.00	3.5	10.0	94.00	93.00	93.50	+0.50
111	95	94	111	1.00	3.5	10.0	95.00	94.00	94.50	+0.50
112	96	95	112	1.00	3.5	10.0	96.00	95.00	95.50	+0.50
113	97	96	113	1.00	3.5	10.0	97.00	96.00	96.50	+0.50
114	98	97	114	1.00	3.5	10.0	98.00	97.00	97.50	+0.50
115	99	98	115	1.00	3.5	10.0	99.00	98.00	98.50	+0.50
116	100	99	116	1.00	3.5	10.0	100.00	99.00	99.50	+0.50
117	101	100	117	1.00	3.5	10.0	101.00	100.00	100.50	+0.50
118	102	101	118	1.00	3.5	10.0	102.00	101.00	101.50	+0.50
119	103	102	119	1.00	3.5	10.0	103.00	102.00	102.50	+0.50
120	104	103	120	1.00	3.5	10.0	104.00	103.00	103.50	+0.50
121	105	104	121	1.00	3.5	10.0	105.00	104.00	104.50	+0.50
122	106	105	122	1.00	3.5	10.0	106.00	105.00	105.50	+0.50
123	107	106	123	1.00	3.5	10.0	107.00	106.00	106.50	+0.50
124	108	107	124	1.00	3.5	10.0	108.00	107.00	107.50	+0.50
125	109	108	125	1.00	3.5	10.0	109.00	108.00	108.50	+0.50
126	110	109	126	1.00	3.5	10.0	110.00	109.00	109.50	+0.50
127	111	110	127	1.00	3.5	10.0	111.00	110.00	110.50	+0.50
128	112	111	128	1.00	3.5	10.0	112.00	111.00	111.50	+0.50
129	113	112	129	1.00	3.5	10.0	113.00	112.00	112.50	+0.50
130	114	113	130	1.00	3.5	10.0	114.00	113.00	113.50	+0.50
131	115	114	131	1.00	3.5	10.0	115.00	114.00	114.50	+0.50
132	116	115	132	1.00	3.5	10.0	116.00	115.00	115.50	+0.50
133	117	116	133	1.00	3.5	10.0	117.00	116.00	116.50	+0.50
134	118	117	134	1.00	3.5	10.0	118.00	117.00	117.50	+0.50
135	119	118	135	1.00	3.5	10.0	119.00	118.00	118.50	+0.50
136	120	119	136	1.00	3.5	10.0	120.00	119.00	119.50	+0.50
137	121	120	137	1.00	3.5	10.0	121.00	120.00	120.50	+0.50
138	122	121	138	1.00	3.5	10.0	122.00	121.00	121.50	+0.50
139	123	122	139	1.00	3.5	10.0	123.00	122.00	122.50	+0.50
140	124	123	140	1.00	3.5	10.0	124.00	123.00	123.50	+0.50
141	125	124	141	1.00	3.5	10.0	125.00	124.00	124.50	+0.50
142	126	125	142	1.00	3.5	10.0	126.00	125.00	125.50	+0.50
143	127	126	143	1.00	3.5	10.0	127.00	126.00	126.50	+0.50
144	128	127	144	1.00	3.5	10.0	128.00	127.00	127.50	+0.50
145	129	128	145	1.00	3.5	10.0	129.00	128.00	128.50	+0.50
146	130	129	146	1.00	3.5	10.0	130.00	129.00	129.50	+0.50
147	131	130	147	1.00	3.5	10.0	131.00	130.00	130.50	+0.50</

Tables include the nationwide prices up to the closing on Wall Street.

	982.00	986.75
... ..	1.50	1.52
... ..	N.A.	121.00
100 : Dec. 21, 1931.		
91 : (fixed)		
100 : Jan. 14, 1931.		
for 100 : Dec. 21, 1934.		

Sept. 28	
A.M.	P.M.
414.00	413.50
—	+2.5
408.82	410.00
—	+3.0
412.2	403.00
—	-8.0
408.20	409.75
—	-8.7

For London, Paris and
centres and closing prices to
Curtish, N.Y. Handy & Harmer
London.

ptions (prices in \$/oz.)

	Feb.	May
9.00	40.00-44.00	---
1.00	32.50-36.50	---
1.50	23.00-27.00	20.00-22.00
9.00	17.00-21.00	22.00-24.50
4.00	12.00-15.00	20.00-20.50

Gold 413.00-415.00

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a L. Switzerland
I - Telex 28305

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SPORTS

Unionized Sport and a Dry-Eyed Public

By Peter Alfano

New York Times Service

NEW YORK — Dick Moss recalled the time a friend persuaded him to attend a concert given by Liberace. The pianist was customarily dressed in a shimmering sequin suit and enough glittering jewelry to fill a display window at Tiffany's. But that wasn't the only manner in which Liberace flaunted his wealth. Moss said the entertainer spent more than half the performance talking about it.

When Moss was asked how the audience apparently enjoyed listening to his discourse on opulence, "Here he is, telling a middle-class, blue-collar audience how much money he makes — and they're applauding. I couldn't believe it."

Such applause does not appear to extend to athletes, who are entertainers too, and who the public knows are making big money, too.

Moss is an attorney who represents professional athletes. He also served as Marvin Miller's assistant in the Major League Baseball Players Association. When Miller was named as the full-time union leader in 1966, relations between the players and owners still were based on the "gentleman's agreement" system, which enabled the owners to control players' careers indefinitely. The system amounted to servitude.

"These players were not people," Miller said. "They were property. The owners would tell them when to play, where and for how much. The owners told them when they would be terminated."

Resisted and Frowned On

Yet despite the fact that unions had become a part of the American way of life decades earlier, the union movement in professional sports had been resisted by owners and largely frowned upon by the public. A good example is the current National Football League strike, which has been met by fan disapproval.

What people, including fans and legislators, seem reluctant to accept is that sports is a multimillion-dollar business. Baseball still enjoys an exemption from the antitrust laws. The National Football League is currently seeking such exemption from Congress as well, despite the fact that a "new television contract guarantees each of the 28 franchises \$14 million annually. That is one reason the NFL players are on strike for the second time in eight years. They want a bigger share of the wealth."

"The owners are afraid to figure out why fans side with the owners," Alfano says. "They're afraid to let the players in on the game. The NFL Players Association is a 'new television contract' that guarantees each of the 28 franchises \$14 million annually. That is one reason the NFL players are on strike for the second time in eight years. They want a bigger share of the wealth."

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aside their own interests for the benefit of the team. That isn't the case in baseball or even as much in basketball. Individualism is taken out of football. The individuals are weeded out. When you are always thinking in terms of the team, it's hard to think of your own interests."

What all sports unions have provided, however, is legal counsel and support for player grievances. That has given such players as Dick Butkus, the former Chicago Bear linebacker whose knees required surgery even after he retired, the incentive to sue their teams for malpractice. Bill Walton sued the NBA's Portland Trail Blazers, saying he thought the team physician was concealing the severity of Walton's foot injury.

"The system of impartial arbitration in matters such as these has changed the discipline methods of teams," said Larry Fleischer, counsel for the NBA Players Association. "Before, we were not getting any justice from the commissioners."

Less Than a Man...

"We have a workers-compensation lawyers in every city now," Garvey said. "They keep us up on the laws and we provide the information to the players. So more players are filing for workers' compensation. Management always kept this information from them. Management made it seem a player was less than a man if he filed for compensation."

The high injury rate and short career expectancy are reasons, Garvey said, that the labor movement in the country understands why the players are on strike and why labor is supportive. This view does not seem to be substantiated by the fan reaction that greeted the strike.

Many fans seem to think the players already are making too much money. They do not perceive that a football player is an entertainer/athlete who should be able to try to command salaries close to those of movie stars and television personalities.

Although the country is in a recession and there is an unemployment rate of nearly 10 percent, pro football is thriving. In addition to the revenues generated by the television contracts, teams enjoyed record attendance for the first two weeks of the season. Football fans, it seems, are not affected by an economy in trouble. Or if they are, they still are giving season tickets top priority. Garvey said that was why the fan reaction must not deter the players.

"When the players met at midfield to shake hands, the fans booed as if to say, 'Get this settled,'" Garvey said. "It's the same as when there was a transit strike in New York. The guy who was riding a bicycle to work was not going to say, 'Gee, I hope they get a good contract.'"

"The players are concerned with what the fans think. It's important not to try to alienate them. But the baseball strike showed fans' displeasure is not long-lasting. This year, baseball attendance is way up."

There are two groups of fans, Miller said. "The first type understands the economic battle between the employee and employer. The second group are the know-nothings. They are the hard-hat mentality who think these are lazy, spoiled bums playing a boy's game for a fabulous salary. And there are some who see what blacks in sports are making and they say, 'Look at me! Don't think it doesn't bother them.'"

"So the fans are the customers and the players should have a certain concern. But should the fans' view affect the careers of players? Absolutely not. Just because they can't have their ballgame when they want doesn't mean we have to sell the players down the river."

There are players who think that the union movement in football can be broken if the current strike fails. But there are others who agree that sports unions are here to stay. If Garvey loses this battle, another leader will emerge, perhaps one who has the labor background and expertise that Miller brought to baseball.



Terry Harper was mobbed by his Atlanta teammates after scoring in the third inning Tuesday in San Francisco. Moments before, Harper had cleared the bases with a double. The Braves' 3-1 victory put them atop the National League's Western Division.

Braves Defeat Giants, Take Over First

Compiled by Our Staff From Dispatches

SAN FRANCISCO — The Atlanta Braves defeated San Francisco, 8-3, Tuesday night, sweeping a two-game series from the Giants and, when Los Angeles was beaten by Cincinnati, 4-3, taking over first place in the National League West. Atlanta leads the Dodgers by one game and the Giants by two.

Atlanta had 13 hits off five pitchers; the Braves also stole six bases, divided evenly between Jerry Roster and Claude Williams. Terry Harper's bases-loaded double down the left-field foul line capped a five-run third inning that sparked the victory.

In the third, the Braves batted around on rookie Bill Laskay, Rich Gale and Al Holland. Harper's double came off Holland, and a single by Roster — his second of four hits — brought home the final run of the inning and gave the Braves a 6-1 lead.

BASEBALL ROUNDUP

Mahler in the third and shut down the Giants the rest of the way on three hits. Mahler left after a single by Jack Clark, a wild pitch, a walk to Darrell Evans and singles by Reggie Smith and Jeff Leonard plated two runs for the Giants.

In Los Angeles, pinch hitter Ron Oester singled home the tie-breaking run in the 10th as the

Reds saddled the Dodgers with their seventh straight loss. Matched against the team with the worst record and the puniest offense in the league, Los Angeles took a 3-0 lead behind Bob Welch, who pitched a two-hitter over seven innings. But after that:

• Welch gave up two hits and a run to open the eighth and left; Tom Niedenfuer gave up two more hits and the rest of the lead.

• Ken Landreux and Steve Sax stranded the go-ahead run at third with one out in the bottom of the eighth.

• Jorge Orta and Steve Garvey stranded the go-ahead run at second in the ninth.

• Dave Stewart gave up a run in the 10th on a rally comprising a walk, a sacrifice and a pinch single by Rafael Landestoy, a 198 hit.

• The Dodgers loaded the bases with one out in the half of the 10th — after which Sax flied out to shallow center. Ron Roenicke popped up and Dusty Baker flied out.

Expos 5, Cardinals 4
In Montreal, Warren Cromartie doubled in Al Oliver from second with one out in the 10th to lift the Expos over St. Louis, 5-4.

Mets 3, Pirates 2
In New York, Rusty Staub's run-scoring pinch single with one out in the 10th gave the Mets a 3-2 decision over Pittsburgh.

Phillies 3, Cubs 2
In Philadelphia, Pete Rose singled home Bob Dernier with one out in the eighth and pinch hitter Larry Christenson won his first game since Aug. 22 to lead the Phillies past Chicago, 3-2.

Padres 3, Astros 0
In San Diego, pinch hitter Kurt Bevacqua singled off the glove of pitcher Bob Knepper to score Luis Salazar from third and ignite a three-run seventh that carried the Padres to 3-0 victory over Houston.

Brewers 9, Red Sox 3
In the American League, in Boston, Robin Yount, Ben Oglivie and Roy Howell had three hits apiece in a 17-hit attack as Milwaukee buried the Red Sox, 9-3, and increased its Eastern Division lead to three games.

Tigers 9, Orioles 6
In Detroit, Lance Parrish hit a two-run home run and Mike Ivie and John Wockenfuss added

bases-empty homers to power the Tigers to a 9-6 victory over Baltimore. Parrish's 31st home run of the season set a single-season record for homers by a Yankee, breaking the mark held by Yogi Berra of the 1956 New York Yankees and Gus Triandos of the 1958 Orioles.

Royals 5, Angels 4
In Kansas City, Missouri, George Brett's run-scoring single in the seventh enabled the Royals to beat California, 5-4, and stay off elimination in the Western Division. The loss left the Angel magic number at two for clinching its second divisional title in four years.

Yankees 6, Indians 4
In Cleveland, Jerry Mumphre drove in three runs with a home run and a single and Dave Winfield hit his 37th homer in the year as New York downed the Indians, 6-4.

A's 5, Rangers 4
In Arlington, Texas, light-hitter Fred Stanley went 2-for-4, drove a run and scored twice to top Oakland's 5-4 victory over Texas.

Blue Jays 3, Twins 0
Blue Jays 4, Twins 3
In Toronto, Jim Clancy can within three outs of a perfect game and settled for a one-hitter in 10 innings and a pinch hitter Gu Ferreri delivered a two-out, two-run double in the 10th inn. of the nightcap to help the Blue Jays sweep a doubleheader from Minnesota, 3-0 and 4-3. Clancy (15-14) retired the first 24 batters before Randy Bush blooped a key hit to center field.

White Sox 3, Mariners 1
In Chicago, Harold Baines hit two-run home run and Don Lemp allowed four hits through 8½ innings to boost the White Sox past Seattle, 3-1.

Transactions

BASEBALL
First Round, Second Leg
HARTFORD — Reassigned from New England, a transfer to Birmingham of the American Vets League; recalled Archie Henderson, right hander from Birmingham; recalled Paul Macchiaro, right hander, and Paul Leavitt, left hander, to Worcester of the Hartford Hockey League.

MINNESOTA — Assigned: Jonathan Marklund and Rolfie Barlow, defense; Keith Hansen, Bob Dernier, Peter Hovak, Dave Richter and Brian Frank, Boston; Brian, Glen Hicks, Wes Jarvis, Warren Yea, Dan McCarthy, Craig Homola, Dave De Neve, Carlson, and Jim Dobson to Birmingham of the Central Hockey League.

NEW JERSEY — Assigned: Steve Macleod, goaltender; Mike Maher, right wing and A. Antonovich, center, to Wichita of the Can Hockey League.

N.Y. RANGERS — Returned: Mark Horri center, to Victoria of the Western Hockey League.

European Soccer

CHAMPIONS CUP
First Round, Second Leg
Liverpool 1, Dundee 0 (Liverpool wins, 5-1 overall).
Real Madrid 5, Aston Villa 3 (Liverpool wins, 3-1 overall).
Dynamo Kiev 3, Grasshoppers Zurich 0 (Dynamo Kiev wins, 4-0).

CUP WINNERS CUP
First Round, Second Leg
Paris Saint-Germain 3, Lorient 1 (Paris Saint-Germain wins, 5-2 on aggregate).
Tottenham Hotspur 4, Colchester 0 (Tottenham wins, 7-0).

UEFA CUP
First Round, Second Leg
Lorient 1, Colchester 0 (Lorient wins, 3-1 overall).
Hull City 3, Zaria 0 (Hull City wins, 6-1 overall).
Dynamo Moscow 5, Shklovsk 1 (Dynamo Moscow wins, 6-0 overall).

Intercontinental Cup
First Round, Second Leg
Bayern Munich 3, Tottenham 1 (Bayern Munich wins, 4-1 overall).

CONCACAF Cup
First Round, Second Leg
Los Angeles 3, Portland 1 (Los Angeles wins, 4-1 overall).

CONCACAF Cup
First Round, Second Leg
Los Angeles 3, Portland 1 (Los Angeles wins, 4-1 overall).

CONCACAF Cup
First Round, Second Leg
Los Angeles 3, Portland 1 (Los Angeles wins, 4-1 overall).

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New Metrodome Not Quite a Breath of Fresh Air

By Bob Oates

Los Angeles Times Service

MINNEAPOLIS — The nation's newest dome stadium is: (1) A flop; (2) A godsend; (3) Both (4) Neither of the foregoing; (5) Controversial.

For the first time in the modern history of architecture, an indoor sports stadium has been designed and completed without air conditioning. Even those who knew all it could not believe that Minneapolis would go through with it. But it sure did.

As advertised, the \$55-million Hubert H. Humphrey Metrodome was ready a couple of weekends ago for Big 10 football and a National Football League opener.

And as you might expect in a windowless room with 55,000 sitting around without air conditioning, it was hot. On every steamy day in Minneapolis this summer — including the night when the Twins played at home — it has been steaming in the Metrodome.

Now then. How cold will it get this winter? The dome is unheated. Body warmth is expected to keep the temperature comfortable. No one has an answer because it has not snowed since the dome went up. But it sure will.

So what we have here is a controversial place. Those checking (3) above were partially right. They must also check (3) to be wholly accurate.

For if the dome is a disappointment, it is also a harbinger of a brighter future in this part of the world, many of whose citizens say it is the best thing to happen to Minnesota since lakes. They say that air conditioning can be installed eventually. All it takes is money. In the meantime, despite the discomfort, Minnesotans have turned out in capacity numbers for both college and professional football.

Packed
Fun-loving Minnesotans packed the dome three times in 36 hours opening weekend. — Saturday morning for a Scandinavian festival, that night for college football and Sunday for pro football.

"The dome has the city throbbing again," said Minneapolis writer Jim Klobuchar.

"A domed stadium like this is a great community builder as well as an economy builder. It stimulates entertainment, cultural activities and all the other things that make a city vital," said Hennepin County Commissioner John Denu.

It also stimulated, of all things, hostile action from the NFL Vikings. After taking a look at the Metrodome one day this summer, they sued the commission that built it, demanding changes. Said Coach Bud Grant, a man of few words: "It's hot in here."

After the Minnesota-Tampa Bay opener, Viking guard Jim Hogue said he had trouble keeping his shoes on. "They were soaked because of the heat," he said.

London last May. The draft proposal was a compromise after Canadian leaders had called for New Zealand's expulsion from the Brisbane games because of last year's tour of the country by the South African Springboks rugby team.

The code made national games associations liable for the conduct of any sports organization that breached the Gleneagles agreement, and could lead to a country's being banned from competing in the games.

But New Zealand's Olympic and Commonwealth Games officials have rejected the federation's proposed code, saying they have no jurisdiction over the powerful New Zealand rugby union association.

The building to the 1982 games has also produced psychological warfare between host-nation Australia and Canada, which are expected to lead the chase for the 1992 gold medals in the 10 sports.

At the 1978 Games in Edmonton, Alberta, the Canadians finished on top, followed by England and Australia. This time, Australia is determined to win on home territory, and the main scene

ART BUCHWALD 60-Second Smears

WASHINGTON — "Negative Political Ad Agency, may I help you?"

"This is Chaps Dunbar. I'm running for senator this November and I was calling to inquire about your negative political ad campaigns."

"Just a minute. You want to speak to Mr. Slinger?"

"Slinger, my campaign seems to be in a little bit of trouble and I was hoping you people could come up with a few dirty TV commercials to help me get well in the polls again? I was very impressed with the one I saw the other night for Bill Dammann, in which you filmed an actor who looked like his opponent, Horace Lager, pushing an old lady down the stairs in her wheelchair and a voice said, 'That's Horace Lager's answer to Social Security.'"

"Yes. We're very proud of that one ourselves. We had to use six old ladies before we got it right. Thank God for Medicare or we would have gone over budget. Do you know we had more protests on it than any negative commercial we've ever done? But our surveys indicate that 87 percent of the people now believe Lager pushes old ladies down the stairs."

"What can you do for me?"

"Give me a little background on your opponent."

"He's a former congressman named Flap who has been traveling around the state promising the people jobs, prosperity and honest government — the usual stuff. He's a trouble maker, he looks like a young Jimmy Stewart and the people think he can do it."

"You got any dirt on him we can use in a TV commercial?"

"Yes. He's a former congressman named Flap who has been traveling around the state promising the people jobs, prosperity and honest government — the usual stuff. He's a trouble maker, he looks like a young Jimmy Stewart and the people think he can do it."

"You got any dirt on him we can use in a TV commercial?"

Increase in Americans Living Abroad Is Seen

WASHINGTON — The number of Americans living in other countries will double or triple in the next 10 years, according to Thomas Boylston Adams, treasurer of the American Academy of Arts and Sciences, speaking at a meeting of American Citizens Abroad, which has headquarters in Geneva.

An estimated 2 million of the U.S. population of 230 million people are making extended stays outside U.S. borders, not counting the armed forces.

"I loved it. Particularly when she showed the bruises on her arms. You people really are experts when it comes to slinging mud."

"Any candidate who thinks he can win an election these days by being affirmative is crazy."

"How much do you charge?"

"Our standard 60-second smear is \$15,000. If you want us to film a look-alike of your opponent sticking up a Brink's truck, or running over a dog it will be five grand extra."

"I'm willing to spend the extra money. No one will ever say when Chaps Dunbar ran for office he didn't go first class."

An Architect's Durable Glass House

Philip Johnson's Transparent One-Room Abode Is Still Worth Looking In On

By Charlotte Curtis
New York Times Service

NEW CANAAN, Connecticut — When Philip Johnson decided that glass-box skyscrapers were passé and he would do no more of them, he might also have tired of the wholly transparent one-room house he built on a grassy knoll overlooking a pond and miles of verdant Connecticut countryside.

This, of course, is the Glass House with the capital letters, a building so unusual when it appeared in 1949 that its arrival was heralded with the mixture of delight, intellectual debate and catcalls that automatically accompany anything that's important to see. Johnson was at least selectively obliging.

People of architectural and social consequence from around the world drove up in expensive cars for big parties that spilled out over the lawn. They came to study the way the glass joined at the corners, to argue about Johnson's sense of symmetry and to dissect the livability of an unpartitioned open room with glass walls and no curtains. They wanted to know how he felt about the possibility of anyone's having stood outside staring at him (he said he didn't think anyone ever had but that he had a watchman, and they could hardly wait to find out how he handled the bathroom, a small cylindrical, tile room from floor to ceiling complete with shower). And they went away to write about the place in glossy magazines or simply to say they'd been there.

The house is now 33 years old, young for a house but ancient as a modern architectural concept. The Mies van der Rohe bench and chairs, the Neudeck sculpture of two voluptuous figures, the simple bed, a desk, a chair are all in place, as eclectic, sparse and rigidly arranged as they were the day they were installed, and except for a deep mist in the glass when someone must have kicked a stone from the path against the ultimate in picture windows, the house is intact.

At 76, Johnson is grayer, leaner and monastically elegant. He, too, is intact. In the intervening years he has become the grand seigneur of architecture, his creative powers having survived criticism, acclaim and countless honors. He has kept up with the contemporary American demand for something different.

As always, he is at the Glass House only on weekends. "I know it's camping in luxury," he said, a touch defensively. "I know all that."

He was seated at his great marble dining table, lading up a lovely herbed potato soup, fresh asparagus and bits and pieces of architectural philosophy. Outside, the sun shone brightly, probing the leafy trees that have the spacious room in their embrace.

"Everything goes wrong," he said, with the tolerant affection a father feels for his child. "The heat goes off. Something falls down and knocked out the pump. The water pressure goes out."

He sighed an exasperated sigh, smiled, then brightened considerably. "How can I tell you how wonderful it is to wake up in the middle of the night and all I can see is Chinese fog and the tops of trees?"

The fog reminded him of a joyous winter's night, around holiday time perhaps, when the wind subsided and a heavy snow poured straight out of the sky, shrouding the house in shimmering white.

These days Johnson rarely has guests, preferring to see friends in



Architect Johnson



Philip Johnson's Glass House, built in 1949: "I wouldn't change a thing."

Palimony Case Fades

Vicki Morgan, 30, still may seek more than \$1 million in damages from Alfred Bloomingdale's estate even though a Los Angeles judge threw out most of her \$11-million "palimony" suit because their relationship was based on "sexual services."

Superior Court Judge Christian E. Markley Jr. discarded three counts of a five-count suit on a motion for summary judgment filed by Bloomingdale's estate and his widow, Betsy, Markley said.

Morgan's relationship with Bloomingdale, a friend and adviser to President Ronald Reagan, was "no more than that of a wealthy, older, married paramour and young, well-paid mistress." Two of the dismissed counts were based on the California Supreme Court ruling in *Michelle Marvin's* suit against actor Lee Marvin. However, Markley said that ruling validated unwritten contracts only between non-married people who lived together and did not apply in Morgan's case. "It was never the intent of the Supreme Court in *Marvin* to establish a 'Mistresses' Recovery Act," Markley wrote.

The third rejected count sought \$5 million punitive damages from Mrs. Bloomingdale for allegedly interfering with contracts between her husband and Morgan. Markley wrote that "a wife cannot be liable for interfering with the relationship that may exist between her husband of long standing and his mistress." Bloomingdale, heir to the Bloomingdale's department store fortune and founder of the Diner's Club, who died of cancer in August at 66.

Shlomo Lahat, the mayor of Tel Aviv, and his wife, Ziva, were mugged in New York by four armed men who escaped with an estimated \$6,000 worth of jewelry \$160 in cash. Police said the mayor and his wife were robbed as they walked to their hotel after attending Yom Kippur services on Sunday night. They were walking to obey Jewish religious laws which forbid riding in a car on a religious holiday.

The Colorado State Fair Commission, which has been losing money instead of raising it, canceled a Linda Ronstadt concert to keep losses under \$100,000. J. Evan Gooding, state agriculture commissioner, said that losses to state taxpayers would be more like \$65,000 now that the concert has been called off. William Kostka Jr. owner of the advertising firm promoting the concert, had estimated that 11,000 tickets would have to be sold to return a \$75,000 guarantee to Ronstadt and for promotional expenses, but fewer than 3,000 tickets had been sold. Kostka had predicted that the concert would generate between \$70,000 and \$80,000 for the State Fair Commission and the Denver Museum of Natural History.

Frank Sinatra should have no complaints. For 72 minutes of song at the opening of the city-run Certrum Sept. 2 in Worcester, Mass. chussets, Sinatra collected a cool \$275,000, city officials said. The comes to a bit more than \$3,819 minute. His performance drew a sellout crowd of 13,300 people who paid from \$15 to \$50 a ticket to hear him sing such favorites as "The Lady is a Tramp" and "New York, New York."

Alessandra Mussolini, the 11-year-old granddaughter of Benito Mussolini, Italy's World War I dictator, will star in a television documentary on the life of a woman who defied the underworld in Naples. Miss Mussolini, who has had several minor roles in film starring her aunt, Sophia Loren, will appear as Pupetta Maresca, a fiery 44-year-old widow who served 10 years in prison for killing the man who ordered the murder of her husband in a gangland vendetta. "Pupetta Maresca: Anatomy of a Crime" will be shown on state-run RAI-TV in February.

Miss Mussolini and her sister E. isabella are the children of the dictator's third son, Romano, a jazz pianist, and Loren's sister, Maria.

Shirley MacLaine, actress, singer and dancer, says she's also been a madam in a previous incarnation. MacLaine, 48, told a Los Angeles reception that she believes reincarnation and has found it hit of personal history after years of searching. She also said she was a dancer in another life. "The more I realize about myself, the more I realize about other things — and love the idea of finding out more," she said at the reception, where she announced that she will star in a series of 10 shows next month at the Apollo Victoria Theatre.

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